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NEIGHBORHOOD PARKING PLAN

1986-1990



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VOLUME TWO

Methodology
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5-YEAR ACTION
PLAN FOR NEIGHBORHOOD PARKING

FINAL REPORT

APRIL, 1986

VOLUME TWO:

METHODOLOGY AND DISTRICT STATISTICS

Prepared by the San Francisco
Department of City Planning

in cooperation with
Staff of the San Francisco
Parking Authority

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TABLE OF CONTENTS

	<u>Page</u>
I. METHODOLOGY	1
1. District Selection and Boundary Determination	1
2. Data Collection	3
3. Data Analysis	7
4. Problem Identification and Evaluation of Possible Responses	11
II. DISTRICT STATISTICS	19
III. INDIVIDUAL DISTRICT BOUNDARY MAPS	76

List of Figures and Tables
Volume Two

Figure	Page
2.1 On-Street Sample Survey Form	5
2.2 Off-Street Sample Survey Form	6

Table

2.1 Weighted Scoring System	10
2.2 District Weighted Scoring	12
2.3 Comparison of Responses to Parking Problems	15
2.4 Saturday Survey Statistics	21
2.5 Friday Survey Statistics	62
2.6 Weekday Survey Statistics	71



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I. METHODOLOGY

1. District Selection and Boundary Determination

The study was designed to collect and analyze both on-street and off-street parking conditions data, within the boundaries of commercially zoned street frontage in neighborhood shopping districts. The Department's first step in this study was to establish a manageable list of streets (districts) for detailed study that would represent those areas with the most severe problems.

Three primary criteria were used in selecting areas for study:

- a. Identified by the Department of Public Works in their 1975 reports to the Parking Authority as having a parking shortage greater than 20 spaces;
- b. Designated by the Department of City Planning as neighborhood commercial districts needing individualized zoning controls; and
- c. Complaints of parking shortages received by various City departments.

Based on the first two criteria, a preliminary listing of 24 general districts was identified, including 59 different street segments, listed below in alphabetical order.

1. Broadway: from the tunnel to Sansome
2. California Street:
 - Laurel to Maple
 - 4th to 7th Avenues
3. Castro:
 - between Market and 19th Streets
 - 18th Street, Diamond to Noe
4. Chestnut: Broderick to Fillmore
5. Chinatown:
 - Columbus, Washington to Broadway
 - Powell, Washington to Broadway
 - Stockton, Sacramento to Broadway
 - Grant, Bush to Broadway
 - Bush, Stockton to Kearny
 - Pine, Stockton to Kearny
 - California, Stockton to Kearny
 - Sacramento, Powell to Montgomery
 - Clay, Powell to Montgomery
 - Washington, Powell to Columbus
 - Jackson, Powell to Columbus
 - Pacific, Powell to Columbus
6. Clement (Inner): Funston to Arguello
7. Clement (Outer): 19th to 27th Avenues
8. Divisadero: California to Geary
9. Fillmore (Upper):
 - Fillmore, Jackson to Bush
 - Pine, Pierce to Fillmore
 - California, Pierce to Fillmore

10. Geary:
 - Masonic to 4th Avenue
 - 4th to 19th Avenues
 - 19th to 28th Avenues
11. Haight:
 - Stanyan to Central
 - Stanyan, Page to Beulah
12. Hayes-Gough:
 - Hayes, Laguna to Franklin
 - Gough, Page to Grove
13. Irving (Inner):
 - 5th to 10th Avenues
 - 9th Avenue, Lincoln to Judah
14. Lombard: Broderick to Van Ness
15. Market (Upper):
 - 14th Street to Castro
 - Church Street, Duboce to 15th Streets
16. Mission:
 - 14th to 16th Streets
 - 16th to 24th Streets
 - 24th to Army Streets
 - Army to Randall Streets
 - Silver to Geneva Avenue
17. North Beach:
 - Columbus, Fresno Alley to Francisco
 - Vallejo, Powell to Grant
 - Green, Powell to Grant
 - Union, Powell to Grant
 - Powell, Broadway to Union
 - Stockton, Greenwich to Broadway
 - Grant, Broadway to Filbert
18. Polk Street:
 - Filbert to Post
 - Larkin, California to Post
 - California, Van Ness to Hyde
 - Bush, Polk to Larkin
 - Pine, Polk to Larkin
19. Sacramento: Spruce to Lyon
20. Union Street:
 - Steiner to Van Ness
 - Fillmore, Lombard to Union
21. Valencia Street
 - 14th to 20th Streets
 - 20th to Army Streets
 - 16th Street, Dolores to Valencia
22. West Portal: 15th to Claremont Avenues
23. Lower 24th: San Bruno to Bartlett
24. Upper 24th: Diamond to Chattanooga

Based on concerns expressed by neighborhood groups, 4 districts were added:

1. Ocean Avenue: Keystone Street to Phelan Avenue
2. Irving Street: 19th to 27th Avenues
3. Van Ness Avenue: Golden Gate to North Point

4. Fisherman's Wharf:
- Jefferson: Hyde Street Pier to the Embarcadero
 - Beach: Van Ness to the Embarcadero
 - North Point: Van Ness to the Embarcadero
 - Bay: Van Ness to the Embarcadero
 - Polk, Larkin, Hyde, Leavenworth, Jones, Taylor, Mason, Powell, Stockton, Grant: North Point to Jefferson
 - The Embarcadero: North Point to Taylor

Ultimately, 32 districts were selected for study; the two portions of California Street were separated into individual districts, the three sections of Geary were combined into a single district, Irving was divided into three sections (5th to 10th Avenues, 10th to 19th Avenues, and 19th to 27th Avenues) as separate districts, and Mission Street was separated into "Inner," "Mid," and "Outer" Mission districts (14th to Randall, Silver to Geneva, and Niagra to the County Line respectively).

The boundaries for each district were defined as the limits of street frontage zoned commercial, including intersecting side streets. In most cases, the proposed NC zoning classifications of the Neighborhood Commercial Rezoning (NCRZ) Study recommendations were used; changes from existing zoning as proposed in the NCRZ study were incorporated (both additions and deletions). In the case of Van Ness Avenue, the limits of current C-2 zoning were used. Street frontage zoned "P" (Public Use) were generally not included in district boundaries, unless surrounded by proposed NC zoning or unless they were a public parking facility.

Because of time limitations and staffing constraints, immediately adjacent residentially-zoned areas were excluded from this study. Exceptions to this occur in limited situations where two commercial districts parallel each other within one block. Eight "transition districts" were established for data collection on the entire block faces (both commercial and residential zoning) of streets connecting such parallel districts:

1. Valencia-Mission: 16th to 26th Streets
2. Inner Clement-Geary: Arguello to 19th Avenue
3. Outer Clement-Geary: 19th to 27th Avenues
4. Polk-Van Ness: Golden Gate to Vallejo
5. Broadway-Chinatown (streets between Pacific and Broadway): Kearny to Powell
6. Broadway-North Beach (streets between Vallejo and Broadway): Grant to Powell
7. Chestnut-Lombard: Fillmore to Divisadero
8. Sacramento-Laurel Village (streets between Sacramento and California): Walnut to Maple

2. Data Collection

The data collected examines actual supply of parking versus demand, generally for the peak demand period for each district. "Demand" is defined for the purposes of this study as the total number of vehicles observed to be parked, legally or illegally. In most cases, the supply inventory was initially determined through a block-by-block analysis of Department of Public Works

meter maps. From these maps the Department of City Planning was able to make a preliminary determination for each block face on each street, of the number of metered, yellow, white, green and blue spaces. "Block face" is defined as a single side of the street in any given block. Adjustments to preliminary supply data for metered block faces were made in the field as necessary, to reflect changes not indicated on the DPW meter maps.

For unmetered block faces in each of the districts, field surveys were required to determine "supply" data by space type. Generally, each 20 linear feet of unbroken curbside space was calculated as an individual "unmetered" space. However, in many cases if a vehicle was observed to be parked between driveways without encroaching on either curb cut, the space was included in the supply calculation, even if linear curb length was less than 20 feet. Unmetered curbside space posted for one-hour or two-hour time limit was included as normal unmetered space. Colored curbside space in unmetered areas (other than red) was determined in a similar fashion; in no situation was red curbside space included in supply.

Off-street supply data was also determined through field review. Only those facilities which had spaces available for general public use were surveyed. While data was collected for off-street facilities which include employee-only or permit parking, such data was not used in the analysis. Lots and garages reserved for hotel or motel guests, funeral homes and other such "special situations" were excluded. Off street facility data was designed to provide as much information about the operation as possible:

- location by Assessor's Block and Lot numbers, and Street
- type of facility (lot or garage)
- number of spaces
- accessibility (customer, employee, general public, or combination)
- operation (self-park or valet)
- hours of operation
- rate structure (hourly, daily, monthly, special event or evening rate, or combination)

Both on-street and off-street supply data by individual block number and street was then entered on the computer and assigned to a specific district. For each block face, separate on-street and off-street survey sheets were then developed and printed by computer, indicating in one column all supply data by category of space and in another column blank spaces to record demand information by space category (Figures 1 & 2). For off-street facilities, each garage or lot was assigned its own "record number" and individual survey form which included both supply and operational data.

A team of 8 students from San Francisco State University collected demand data on Saturdays from March 2 through April 13. The exception was Easter weekend, when the holiday could have affected collection of "typical" demand data. Another group of 14 students from the University of California at Berkeley assisted in data collection during the month of April.

Peak demand period for nearly all districts was assumed to be Saturday afternoons. However, certain districts were assumed to have a potential for greatest demand on Friday evenings (Broadway and North Beach, Inner Clement

Figure 2.1
On-Street Sample Survey Form

NEIGHBORHOOD COMMERCIAL PARKING STUDY
-SURVEY FORM-

RECORD NO: 460

DISTRICT : 4

STREET : CASTRO S
BLOCK : 2695 0

DATE: _____ TIME(S) _____ SURVEYOR _____

ON STREET	SUPPLY	DEMAND	NOTES
METERED:	15	-----	
WHITE:	1	-----	
YELLOW:	4	-----	
GREEN:	0	-----	
BLUE:	0	-----	
UNMETERED:	0	-----	
RED ZONE:	0	-----	
OTHER ILLEGAL:	0	-----	

Figure 2.2
Off-Street Sample Survey Form

NEIGHBORHOOD COMMERCIAL PARKING STUDY
-SURVEY FORM-

RECORD NO: 855

DISTRICT : 24

STREET : FINE S
BLOCK : 645 0

DATE: _____ TIME(S) _____ SURVEYOR _____

OFF STREET	SUPPLY	DEMAND	NOTES
LOT NO.:	4	-----	
SPACES:	27	-----	
LOT/GAR:	1	-----	
ACCESS:	1	-----	
VALET/SELF:	1	-----	
HOUR OPEN:	2400	-----	
HOUR CLOSE:	2400	-----	
RATE TYPE:	0	-----	

Street, Castro, Upper Market, Upper Fillmore) or on weekday afternoons (Ocean Avenue near City College, Castro, Upper Market, and Hayes-Gough). For those selected districts, additional demand data was collected. Generally, Saturday and weekday afternoon counts were conducted between the hours of noon and 4:30 p.m.; Friday evening counts were conducted from 6:00 p.m. to 8:30 p.m.

Students were instructed to count each and every vehicle parked within district boundaries, noting how many vehicles were parked in each block face by type of space (including off-street), and noting vehicles double-parked, parked in red zones, across or in driveways, and on sidewalks. Separate categories in the demand column were made on on-street survey forms to record vehicles parked in red curb areas (bus zones included) and "other illegal" (double-parked, on sidewalks, in or across driveways). Only one "pass" was made for each block face. Supply data was revised as necessary at the same time. A portion of the survey forms was reserved to record various field notes, such as whether on-street spaces were occupied by dumpsters or unavailable for other reasons, and to note miscellaneous information about off-street facilities.

Time duration and parking space turnover data was not initially contemplated. However, four districts (Chinatown, North Beach, Haight and Inner Clement including the "transition district" Avenues) were ultimately surveyed along selected block faces for both time duration and turnover rates. Similarly, initial data collection efforts did not differentiate between commercial and non-commercial vehicles, but some generalizations could be made from the data collected in the subsequent survey.

3. Data Analysis

The supply and demand data was analyzed on three different levels: citywide, by district and, for districts with on-street and off-street demand to supply ratios greater than 0.9, by individual block. For each level of analysis, the following computations were initially made:

- a. Total deficit or surplus (total number of vehicles parked both on-street and off-street minus combined total of on-street and off-street spaces)
- b. On-street deficit or surplus (total number of vehicles parked on-street minus on-street supply)
- c. Off-street deficit or surplus (total number of vehicles parked in off-street lots and garages minus off-street supply)
- d. Combined on-street and off-street occupancy ratio (total number of vehicles parked divided by combined total of on-street and off-street spaces)
- e. On-street occupancy ratio (total number of vehicles parked on-street divided by legal on-street spaces -- vehicles parked in white spaces included in "demand", but the number of white spaces deducted from total on-street "supply")

- f. Off-street occupancy ratio (vehicles parked in off-street lots and garages divided by off-street spaces)

For on-street computations, the surplus, deficit and occupancy ratios were calculated both in total and by individual space type (red and "other illegal" excepted). Separate calculations were made for each time period surveyed; Saturday in all cases, and Friday and/or weekday for specific districts as cited earlier.

Citywide and district summary data are provided in the next section of this volume.

In situations where "transition districts" had been established and surveyed, supply and demand data was manually divided between the two primary districts. Generally, on-street supply and demand from transition areas was assigned to each primary district on an equal basis. Off-street data, however, was assigned in a more discretionary manner in most situations; where a facility was clearly closer to one primary district than the other, all supply and demand for that particular facility was added to the closer of the two primary districts. Where distance and facility service area was not as distinct and clear cut, a percentage of supply and demand for individual off-street facilities was assigned to each of the primary districts. Occupancy ratio data was then recalculated for each of the reconstituted primary districts.

Districts which exhibited a Saturday on-street occupancy ratio greater than 0.99 were then selected for further analysis. Nine districts were eliminated in this "first cut" process: California Street (Laurel Village), Divisadero, Outer Irving, all three portions of Mission Street, West Portal, Ocean Avenue and Hayes-Gough. However, the Hayes-Gough and Divisadero districts were ultimately selected for further analysis because weekday on-street occupancies exceeded 1.00.

The block-level analysis provided opportunities for determining whether parking problems were pervasive throughout the district or localized. At this stage of the analysis, portions of large districts which had excess on-street space left unoccupied and which did not exhibit a significant number of vehicles using red zones or in the "other illegal" category were dropped from the analysis. The portions of Geary Boulevard between Masonic and Arguello, and between Funston and 28th Avenues did not exhibit significant on-street parking problems. Similarly, the sections of Polk and Van Ness south of Geary and north of Vallejo were not considered priority areas.

Some districts were then grouped together because of their proximity and consequent overlapping of parking problems. The Union Street, Chestnut Street and Lombard Street districts were combined into one large "Marina" district. Similarly, Inner Clement, the portion of Geary between Arguello and Funston, and the portion of California Street between 4th and 7th Avenues were also combined into a single district. Parallel, "strip" districts were also combined, such as Polk and Van Ness, and Valencia with Inner Mission. While Inner Mission itself had not qualified in the "first cut" as a priority district, it was recognized that many of the problems of the Valencia Street area spill over to Mission Street, and vice versa. The portion of the Lower

24th Street district between South Van Ness and Valencia was also included in the combined Valencia-Inner Mission district. This resulted in a preliminary priority list of 18 districts.

The same calculations for on-street, off-street and combined parking data were then made for the larger districts as a single unit, including deficit or surplus of spaces and occupancy ratios.

A weighted scoring system was applied to specific types of data for each district as shown in Table 2.1. The data used for each district was for the survey period determined to represent "peak conditions", when available.¹

The combined on-street and off-street occupancy ratio was considered to be the most important criteria, and was given the most points (20 out of a possible total of 50). The reason is that off-street occupancy alone was not considered, since preliminary analysis had indicated a clear preference for use of on-street space over off-street lots and garages.

Because calculation of the net on-street deficit considered illegal parking only in red and white painted curb areas, double parking or parking in or across driveways, in many cases it compensated for a general tendency toward an occupancy ratio greater than 1.0 for the unmetered space category. This tendency was, in great part, caused by the assumption that each unmetered space is equal to approximately 20 linear feet of curbside space, which failed to account for the large number and percentage of small or compact vehicles in San Francisco, and resulted in an artificially low "supply" count of unmetered spaces. Since unmetered spaces are not delineated by pavement or curb markings, any assessment of "supply" will be an estimated and theoretical number.

The on-street occupancy ratio was given a relatively low score for two reasons: 1) the methodology used to calculate unmetered space "supply" in many cases resulted in an artificially high occupancy ratio for that category, and 2) a total of three criteria were related to on-street conditions alone, which "weighted" total possible score more heavily on the basis of on-street conditions alone, without consideration of off-street conditions.

Total net parking deficit or surplus accounted for the vacancies in off-street lots and garages in relation to the gross on-street deficit. Gross on-street deficit was used rather than net as a means to account for the desirability of allowing some legal on-street spaces available for turnover. Off-street vacancies included only those spaces in lots and garages available for general public use to the greatest extent that the number of such spaces could be accurately counted.

¹The combined Marina district was not surveyed on Friday night in this study, even though a 1983 Department of Public Works parking study for the same area showed that peak parking demand occurs on Friday evening.

Table 2.1
Weighted Scoring System

		Score
Gross On-Street Deficit ^a	0-10	1
	11-15	2
	16-25	3
	26-35	5
	36-50	7
	51-105	8
	106-150	9
	151+	10
Net On-Street Deficit ^b	< 15	1
	15-50	2
	51-100	3
	101-125	4
	> 126	5
On Street Occupancy Ratio ^c	> 1.050	1
	1.051-1.075	2
	1.076-1.125	3
	1.126-1.150	4
	1.151-1.200	5
	> 1.200	6
Total Net Parking Deficit or Surplus ^d	+50	1
	+26 - +50	2
	(-10)- +25	4
	(-11)- (-25)	6
	(-26)- (-50)	8
	> (-50)	9
Combined On-Street and Off-Street Occupancy Ratio ^e	< 0.900	2
	0.901 - 0.950	4
	0.951 - 0.975	8
	0.976 - 1.000	10
	1.001 - 1.025	12
	1.026 - 1.050	14
	1.051 - 1.110	18
	> 1.110	20

a Total number of vehicles observed as parked on-street minus legal on-street supply. White zones were not considered as part of legal supply.

b The number of vehicles recorded as parked in red or white zones, or "other illegal" (not including vehicles parked at meters, in yellow or green curb areas, or unmetered spaces in excess of supply), minus the number of vacant legal on-street spaces.

c Total number of vehicles parked on-street divided by legal on-street supply. White zones were not considered as part of legal supply.

d Gross on-street deficit minus the number of vacant spaces available for general public use in off-street lots and garages.

e Total of all vehicles parked on-street and off-street divided by combined legal and public parking spaces on-street and off-street.

Table 2.2 shows how each of the 18 districts scored, by individual criteria and in total. The districts were ranked for priority consideration of measures to address their respective parking problems, in terms of total score; the higher the total score, the higher the rank. In situations where two or more districts tied in total score, the gross on-street deficit was used for priority ranking; the greatest gross on-street deficit was ranked highest.

4. Problem Identification and Evaluation of Possible Responses

The problems found through data collection and analysis were categorized into several generic descriptions. In this way, specific districts could then be characterized as to their predominant and/or most severe problems. The problems themselves were categorized as follows:

- o Pervasive parking shortage, both on-street and off-street, during all time periods surveyed. Since it was determined through the analysis that on-street parking is the most sought-after, this problem focuses more heavily on occupancy levels of curbside space, but considers the relative occupancy ratios for available off-street facilities as well. Those districts which exhibited a 90 percent or higher on-street occupancy level in metered areas, a 100 percent or higher on-street occupancy level in unmetered areas during most time periods, and which exhibited an 80 percent or higher off-street occupancy level were included within this category, considered to be the most serious of the problems.
- o Peak demand in excess of supply for limited and specific time periods. Districts which are heavily specialized with a predominant land use such as bars or restaurants experience their greatest degree of parking problem only for the duration of peak demand at those establishments. Often, demand for parking versus actual supply and utilization is reasonably balanced at other times.
- o Excessive illegal on-street parking while available legal on-street spaces close by are unoccupied. This phenomenon occurs most often adjacent to establishments that are convenient for "quick-stop" patronage. Examples might be an automated teller or a corner cleaner. This problem is more indicative of patrons' laziness or impatience to find and occupy legal parking than a true parking shortage, and can point to lack enforcement as well.
- o Excessive and illegal utilization of on-street space with spaces available in off-street facilities. This particular problem may have several different causes, the most obvious being that privately operated off-street facilities often charge more than the public would like to pay. The problem is also directly related to enforcement, since patrons often are aware that they will not be ticketed and are therefore willing to take the risk of a parking citation fine even greater than the charge for an off-street facility. Less common but real causes can also be lack

Table 2.2

District Weighted Scoring

District	Gross On-Street Deficit		Net On-Street Deficit		On-Street Occupancy Ratio		Total Net Parking Deficit or Surplus		Combined On-Street and Off-Street Occupancy Ratio		Total Score	Rank
	#	Score	#	Score	#	Score	#	Score	#	Score		
North Beach-broadway	-230	10	-206	5	1.393	6	-67	9	1.050	14	44	4
Lombard-Chestnut-Union	-181	10	-177	5	1.168	5	-98	9	1.051	18	47	2
Inner Clement-Gearry-Calif.	-159	10	-126	5	1.140	4	-158	9	1.129	20	48	1
Polk-Van Ness	-113	9	-113	4	1.100	3	+4	4	0.997	10	30	10
Valencia-Inner Mission	-105	8	-105	4	1.052	2	-9	4	1.004	12	34	7
Castro-Upper Market	-40	7	-40	2	1.076	3	-40	8	1.083	18	38	5
Chinatown	-150	9	-134	5	1.216	6	-113	9	1.082	18	47	3
Fisherman's Wharf	-101	8	-50	2	1.133	4	+230	1	0.933	4	20	14
Outer Clement	-46	7	-44	2	1.180	5	-30	8	1.014	12	34	8
Upper Fillmore	-30	5	-18	2	1.101	3	-30	8	1.101	18	36	6
24th Street/Hoe Valley	-24	3	-15	2	1.100	3	-23	6	1.089	18	32	9
Inner Sunset	-16	3	-15	2	1.067	2	-3	4	1.042	14	25	11
Mid Irving	-9	1	-7	1	1.032	1	-9	4	1.032	14	21	13
24th Street/Mission	-4	1	-4	1	1.013	1	-5	4	1.015	12	19	16
Sacramento	-5	1	-5	1	1.023	1	-5	4	1.023	12	19	15
Divisadero	-56	8	-53	3	1.290	6	+39	2	0.721	2	21	12
Haight	-6	1	0	1	1.022	1	+4	4	0.986	10	18	18
Hayes-Gough	-84	8	-80	3	1.169	5	+255	1	0.763	2	19	17

of visibility of or easy access (relative to destination) to available off-street parking, and restriction of many off-street facilities to patron-only or employee parking.

- o Excessive parking in colored curbside zones. In several districts, an unusually high percentage of illegally parked vehicles were observed in colored zones other than red curb areas. In some, a proliferation of white zones considered to be unnecessary has significantly decreased legal on-street parking supply. In most districts, there are excessively long red zones in areas where public safety or vehicular movement is not served, such as between driveways.
- o Excessive overtime parking in metered or time-restricted zones. The maximum legal time limit for any given vehicle in metered spaces is posted on the individual meter, or is defined as the maximum amount of time one can pay for at one time; usually one hour, but as little as 30 minutes or as long as two hours. Yellow zones have a 30-minute legal limit, and green zones a ten-minute limit. The intent of time limitations for all these zones is to increase turnover of the space, by returning any given space to available supply as often as possible. Total on-street supply is thereby effectively increased by maximizing the number of vehicles using a single space during a given period of time. Although this study did not include a thorough examination of time duration or legal occupancy of yellow zones, it is widely recognized that overtime parking in such locations is very common. While parking enforcement personnel ticket vehicles at expired meters, there is little enforcement against the practice of meter feeding. Similarly, the practice of ticketing overtime commercial vehicles in yellow zones is virtually unknown in San Francisco; tagging overtime vehicles in green zones generally occurs only in response to a complaint. This and other problems discussed above are a manifestation of the larger, pervasive issue of inadequate parking enforcement.

A list of potential responses was then prepared, including measures to increase parking supply both on-street and off-street, as well as to better manage existing parking supply to maximize utilization. These candidate measures included:

- Construct new off-street Public lot or garage
- Construct new off-street Private lot or garage
- Convert parallel parking to angle or perpendicular
- Reduce meter stall size for compacts
- Replace bus stop "box zones" with bulbs
- Revert unnecessary bus zones to parking/red and white
- Increase enforcement (for double-parking or zone violations)
- Multiple tagging of overtime vehicles
- Include educational materials with parking citations
- Revert excessive and/or obsolete colored curbside zones to parking
- Additional directional signage and information for off-street facilities
- Convert limited numbers of metered stalls or long red zones to motorcycle parking

- Permit use of Muni zones for truck loading during daytime hours and vehicle parking at night
- Establish shuttle bus service to existing "satellite" off-street garages
- Establish public subsidy program for existing private off-street facilities
- Establish district-wide parking validation program at private off-street facilities
- Establish private valet parking operation at private off-street facilities closed after normal business hours

These candidate measures include most which have been recommended by the Citywide Task Force on Parking and Supervisor Silver, as well as other innovative or experimental measures which have yet to be attempted in San Francisco. Each of these measures was then evaluated for its appropriateness, effectiveness and relative cost in relation to each of the parking problem categories. Table 2.3 presents a matrix established for this evaluation process.

Individual districts were then characterized by their respective, predominant parking problems, with the problems themselves "ranked" in terms of the severity and the individual problem's relationship to parking conditions overall within the district.

TABLE 2.3
COMPARISON OF RESPONSES TO PARKING PROBLEMS

PROBLEM CATEGORY	RESPONSE OR SOLUTION						
	Evaluation Criteria	Construct Off-Street Public Lot or Garage	Construct or Expand Off-Street Facility	Convert Parallel Parking to Angle or Perpendicular	Reduce Meter Stall Size for Compacts	Replace Bus Stop "Box Zones" with Bulbs	Replace Unnecessary Bus Stops with Parking
Pervasive On-Street and Off-Street Parking Shortage at most times	Cost Effectiveness Implementation	High High Public (requires purchase or lease of private land)	High Moderate (rate elasticity) Private or Joint with Public	Low High Public	Low Moderate Public	Low/Moderate Low Public	Low Moderate Public
On-Street and Off-Street Parking Shortage Limited to Specific Peak Demand Periods	Cost Effectiveness Implementation	High Moderate Public	High Low/Moderate Private	Low Moderate Public	Low Moderate Public		Low Moderate Public
Excessive Illegal On-Street Parking with Available Off-Street Supply	Cost Effectiveness Implementation	High Moderate-to-High Public		Low Moderate Public			Low Moderate Public
Excessive Illegal On-Street Parking with Available Legal On-Street Supply Closeby	Cost Effectiveness Implementation			Low Moderate-to-High Public			Low Moderate Public
Excessive Parking in Colored Curb-side Zones	Cost Effectiveness Implementation			Low Moderate Public			Low Moderate Public
Excessive Overtime Parking							

TABLE 2.3 (Cont'd)
COMPARISON OF RESPONSES TO PARKING PROBLEMS

PROBLEM CATEGORY	RESPONSE OR SOLUTION						
	Evaluation Criteria	Increase Parking Enforcement	Include Educational Materials with Citations	Reduce the Number of or Eliminate Unneeded Colored Zones	Reduce Red Zone Length for Hydrants to 5 feet	Add'l Signage and Information for Off-Street Facilities	Multiple Tagging of Overtime Vehicles
Pervasive On-Street and Off-Street Parking Shortage at most times	Cost Effectiveness Implementation			Low Low Public	Low Low Public		Moderate Moderate Public
On-Street and Off-Street Parking Shortage Limited to Specific Peak Demand Periods	Cost Effectiveness Implementation			Low Low Public	Low Low Public	Low/Moderate Moderate Public and/or Private	Moderate Moderate Public
Excessive Illegal On-Street Parking with Available Off-Street Supply	Cost Effectiveness Implementation	Low/Moderate High Public	Low Moderate Public and/or Private	Low Low Public	Low Low Public	Low/Moderate High Public and/or Private	Moderate Moderate Public
Excessive Illegal On-Street Parking with Available Legal On-Street Supply Closeby	Cost Effectiveness Implementation	Low/Moderate High Public	Low Moderate Public and/or Private	Low Moderate/High Public	Low Low/Moderate Public		Moderate Moderate Public
Excessive Parking in Colored Curbside Zones	Cost Effectiveness Implementation	Low/Moderate Moderate Public	Low Low/Moderate Public and/or Private	Low Moderate/High Public	Low Low/Moderate Public	Low/Moderate Low/Moderate Public and/or Private	
Excessive Overtime Parking	Cost Effectiveness Implementation	Low/Moderate High Public	Low Moderate Public and/or Private			Low/Moderate Moderate/High Public and/or Private	Moderate Moderate/High Public

TABLE 2.3 (Cont'd)
COMPARISON OF RESPONSES TO PARKING PROBLEMS

PROBLEM CATEGORY	RESPONSE OR SOLUTION					Public subsidy of Existing Private Off-Street Facilities	Establish District Validation Program
	Evaluation Criteria	Convert limited meter stalls or long red zones to motorcycle parking	Permit Use of Muni Zones for truck loading during day and vehicle parking at night	Establish Shuttle bus service to existing "Satellite" Off-Street garages			
Pervasive On-Street and Off-Street Parking Shortage at most times	Cost Effectiveness Implementation	Low Low Public	Low Moderate Public	High Low/Moderate Public and/or Private	Moderate/High Untested (Probably High) Joint Public and Private	Moderate Moderate Private	
On-Street and Off-Street Parking Shortage Limited to Specific Peak Demand Periods	Cost Effectiveness Implementation	Low Low Public	Low High Public	High Low/Moderate Public and/or Private	Moderate/High Untested (Probably High) Joint Public and Private	Moderate Moderate Private	
Excessive Illegal On-Street Parking with Available Off-Street Supply	Cost Effectiveness Implementation		Low Moderate/High Public		Moderate/High Untested (Probably High) Joint Public and Private	Moderate Moderate Private	
Excessive Illegal On-Street Parking with Available Legal On-Street Supply Closeby	Cost Effectiveness Implementation		Low Moderate Public			Moderate Low/Moderate Private	
Excessive Parking in Colored Curbside Zones	Cost Effectiveness Implementation	Low Moderate Public	Low Moderate/High Public				
Excessive Overtime Parking	Cost Effectiveness Implementation				Moderate/High Untested (Probably Moderate) Joint Public/Private	Moderate Moderate Private	

TABLE 2.3 (Cont'd)
COMPARISON OF RESPONSES TO PARKING PROBLEMS

PROBLEM CATEGORY	RESPONSE OR SOLUTION		
	Evaluation Criteria	Establish Valet Parking at Private Off-Street facilities closed after business hours	
Pervasive On-Street and Off-Street Parking Shortage at most times	Cost Effectiveness Implementation	Low/Moderate High Private	
On-Street and Off-Street Parking Shortage Limited to Specific Peak Demand Periods	Cost Effectiveness Implementation	Low/Moderate High Private	
Excessive Illegal On-Street Parking with Available Off-Street Supply			
Excessive Illegal On-Street Parking with Available Legal On-Street Supply Closeby			
Excessive Parking in Colored Curbside Zones	Cost Effectiveness Implementation	Low/Moderate Moderate Private	
Excessive Overtime Parking			

73648

II. DISTRICT STATISTICS

The data presented here are the "raw" statistics generated by the computer program, prior to manipulations described in the previous chapter. The data is summarized by individual district, for the three time periods surveyed (Saturday for all districts; Friday evening and weekday afternoons for selected districts only).

For each district summary table, the data is presented as follows:

- Column 1: Supply - actual number of total parking spaces, by category
- Column 2: Demand - actual number of vehicles counted as parked, by category
- Column 3: Net - the deficit or surplus of parking spaces, by category (supply minus demand)
- Column 4: % type - the ratio of the deficit or surplus to the supply, by category
- Column 5: % type - the ratio of the deficit or surplus for each on-street category of space to the total on-street supply minus white ("legal" supply)

The tenth row ("OFF") gives supply, demand, net, ratio of net to supply, and percentage occupancy data. In the final row, the Net/Supply figure and the Demand/Supply figure represent combined on-street and off-street data, while Demand/Supply-White represents the "legal" on-street occupancy percentage.

For computer processing, each district was assigned its own number rather than name; the tables are therefore presented by number.

<u>District No.</u>	<u>District Name</u>
1	Broadway
2	California-Laurel Village
3	California - 4th to 7th Avenues
4	Castro
5	Chinatown
6	Inner Clement
7	Outer Clement
8	Chestnut
9	Divisadero
10	Fisherman's Wharf
11	Geary
12	Haight
13	Hayes-Gough
14	Outer Irving
15	Lombard Street
16	Union Street
17	West Portal
18	Upper Fillmore

19	Inner Mission
20	Mid Mission
21	Outer Mission
22	North Beach
23	Ocean Avenue
24	Polk Street
25	Sacramento Street
26	Valencia Street
27	Van Ness
28	Lower 24th Street
29	Upper 24th Street
30	Inner Irving
31	Upper Market
32	Mid Irving
33	Valencia-Mission transition
34	Inner Clement-Geary transition
35	Outer Clement-Geary transition
36	Polk-Van Ness transition
37	Broadway-Chinatown transition
38	Broadway-North Beach transition
39	Chestnut-Lombard transition
40	Sacramento-Laurel Village transition

Table 2.4
SATURDAY SURVEY STATISTICS

DISTRICT:	1	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED		78	78	0	0.0	0.0	
WHITE		29	29	0	0.0	0.0	
YELLOW		41	42	-1	-2.4	-1.8	
GREEN		0	0	0	0.0	0.0	
BLUE		2	0	2	100.0	1.6	
UNMETERED		6	6	0	0.0	0.0	
RED			4	-4		-3.1	
ILLEGAL			1	-1		-1.8	
ON--SUBTOT		156	160	-4			
OFF-3, 6, 10		184	71	113	61.4	38.6	
ON+OFF--1		340	231	109			
%--4, 8, 9	4--NET/SPY		32.1	8--DEM/SPY	67.9	9DEM/SPY-W	126.0

DISTRICT:	2	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	90	79	11	12.2	5.9		
WHITE	7	4	3	42.9	1.6		
YELLOW	1	1	0	0.0	0.0		
GREEN	4	3	1	25.0	.5		
BLUE	0	0	0	0.0	0.0		
UNMETERED	91	86	5	5.5	2.7		
RED		2	-2		-1.1		
ILLEGAL		2	-2		-1.1		
ON--SUBTOT	193	177	16				
OFF-3,6,10	216	174	42	19.4	80.6		
ON+OFF--1	409	351	58				
%--4,8,9	4-NET/SPY	14.2	8--DEM/SPY	85.8	9DEM/SPY-W		95.2

DISTRICT:	3	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED		0	0	0	0.0	0.0	
WHITE		1	0	1	100.0	.6	
YELLOW		4	4	0	0.0	0.0	
GREEN		10	8	2	20.0	1.2	
BLUE		0	0	0	0.0	0.0	
UNMETERED		150	158	-8	-5.3	-4.9	
RED			3	-3		-1.8	
ILLEGAL			1	-1		-.6	
ON--SUBTOT		165	174	-9			
OFF-3,6,10		0	0	0	0.0	0.0	
ON+OFF--1		165	174	-9			
%--4,8,9	4-NET/SPY		-5.5	8-DEM/SPY	105.5	9DEM/SPY-W	106.1

DISTRICT:	4	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	121	123	-2	-1.7	-1.1		
WHITE	3	1	2	66.7	1.1		
YELLOW	34	34	0	0.0	0.0		
GREEN	0	0	0	0.0	0.0		
BLUE	0	0	0	0.0	0.0		
UNMETERED	30	30	0	0.0	0.0		
RED		10	-10		-5.4		
ILLEGAL		8	-8		-4.3		
ON--SUBTOT	188	206	-18				
OFF-3,6,10	71	69	2	2.8	97.2		
ON+OFF--1	259	275	-16				
%--4,8,9	4-NET/SPY	-6.2	8-DEM/SPY	106.2	9DEM/SPY-W		111.4

DISTRICT:	S	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED		356	346	10	2.8	1.6	97.2
WHITE		69	71	-2	-2.9	-.3	102.9
YELLOW		197	201	-4	-2.0	-.6	102.0
GREEN		1	1	0	0.0	0.0	100.0
BLUE		1	0	1	100.0	.2	0.0
UNMETERED		62	67	-5	-8.1	-.8	108.1
RED			37	-37		-6.0	0.0
ILLEGAL			24	-24		-3.9	0.0
ON--SUBTOT		686	747	-61			
OFF-3,6,10		614	571	43	7.0	93.0	
ON+OFF--1		1300	1318	-18			
%--4,8,9	4-NET/SPY		-1.4	8-DEM/SPY	101.4	9DEM/SPY-W	121.1

DISTRICT:	6	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	283	274	9	3.2	2.5		
WHITE	9	7	2	22.2	.6		
YELLOW	50	36	14	28.0	3.9		
GREEN	1	0	1	100.0	.3		
BLUE	4	4	0	0.0	0.0		
UNMETERED	18	17	1	5.6	.3		
RED		8	-8		-2.2		
ILLEGAL		14	-14		-3.9		
ON---SUBTOT	365	360	5				
OFF-3, 6, 10	0	0	0	0.0	0.0		
ON+OFF--1	365	360	5				
%--4, 8, 9	4-NET/SPY	1.4	8-DEM/SPY	98.6	9DEM/SPY-W	101.1	

DISTRICT:	7	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	81	70	11	13.6	9.2		
WHITE	15	11	4	26.7	3.4		
YELLOW	6	5	1	16.7	.8		
GREEN	3	5	-2	-66.7	-1.7		
BLUE	2	0	2	100.0	1.7		
UNMETERED	27	30	-3	-11.1	-2.5		
RED		7	-7		-5.9		
ILLEGAL		9	-9		-7.6		
ON--SUBTOT	134	137	-3				
OFF-3,6,10	24	8	16	66.7	33.3		
ON+OFF--1	158	145	13				
%---4,8,9	4-NET/SPY	8.2	8-DEM/SPY	91.8	9DEM/SPY-W		115.1

DISTRICT:	8	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	113	109	4	3.5	2.2		
WHITE	4	2	2	50.0	1.1		
YELLOW	21	17	4	19.0	2.2		
GREEN	12	12	0	0.0	0.0		
BLUE	0	0	0	0.0	0.0		
UNMETERED	35	46	-11	-31.4	-6.1		
RED		12	-12		-6.6		
ILLEGAL		20	-20		-11.0		
ON---SUBTOT	185	218	-33				
OFF-3,6,10	36	51	-15	-41.7	141.7		
ON+OFF---1	221	269	-48				
%---4,8,9	4--NET/SPY	-21.7	8--DEM/SPY	121.7	9DEM/SPY-W		120.4

DISTRICT:	9	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	130	96	34	26.2	17.3	73.8	
WHITE	32	20	12	37.5	6.1	62.5	
YELLOW	15	14	1	6.7	.5	93.3	
GREEN	0	0	0	0.0	0.0	0.0	
BLUE	5	4	1	20.0	.5	80.0	
UNMETERED	47	40	7	14.9	3.6	85.1	
RED		5	-5		-2.5	0.0	
ILLEGAL		9	-9		-4.6	0.0	
ON--SUBTOT	229	188	41				
OFF-3,6,10	341	89	252	73.9	26.1		
ON+OFF--1	570	277	293				
%--4,8,9	4-NET/SPY	51.4	8-DEM/SPY	48.6	9DEM/SPY-W	95.4	

DISTRICT:	10	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	340	348	-8	-2.4	-1.1	102.4	
WHITE	86	54	32	37.2	4.2	62.8	
YELLOW	66	59	7	10.6	.9	89.4	
GREEN	0	0	0	0.0	0.0	0.0	
BLUE	3	0	3	100.0	.4	0.0	
UNMETERED	351	394	-43	-12.3	-5.7	112.3	
RED		1	-1		-.1	0.0	
ILLEGAL		5	-5		-.7	0.0	
ON--SUBTOT	846	861	-15				
OFF-3,6,10	4078	3573	505	12.4	87.6		
ON+OFF--1	4924	4434	490				
%--4,8,9	4-NET/SPY	10.0	8-DEM/SPY	90.0	9DEM/SPY-W	113.3	

DISTRICT:	11	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	641	548	93	14.5	10.3		
WHITE	44	27	17	38.6	1.9		
YELLOW	57	46	11	19.3	1.2		
GREEN	9	9	0	0.0	0.0		
BLUE	5	0	5	100.0	.6		
UNMETERED	193	186	7	3.6	.8		
RED		27	-27		-3.0		
ILLEGAL		26	-26		-2.9		
ON--SUBTOT	949	869	80				
OFF--3,6,10	399	267	132	33.1	66.9		
ON+OFF--1	1348	1136	212				
%--4,8,9	4-NET/SPY	15.7	8-DEM/SPY	84.3	9DEM/SPY-W		96.0

DISTRICT:	12	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	163	168	-5	-3.1	-1.8		
WHITE	4	4	0	0.0	0.0		
YELLOW	23	23	0	0.0	0.0		
GREEN	2	3	-1	-50.0	-4		
BLUE	0	0	0	0.0	0.0		
UNMETERED	89	80	9	10.1	3.2		
RED		1	-1		-4		
ILLEGAL		4	-4		-1.4		
ON--SUBTOT	281	283	-2				
OFF-3, 6, 10	116	61	55	47.4	52.6		
ON+OFF--1	397	344	53				
%--4, 8, 9	4-NET/SPY	13.4	8-DEM/SPY	86.6	9DEM/SPY-W		102.2

DISTRICT:	13	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED		128	104	24	18.8	6.1	
WHITE		15	10	5	33.3	1.3	
YELLOW		18	14	4	22.2	1.0	
GREEN		7	5	2	28.6	.5	
BLUE		0	0	0	0.0	0.0	
UNMETERED		242	220	22	9.1	5.6	
RED			1	-1		-.3	
ILLEGAL			9	-9		-2.3	
ON--SUBTOT		410	363	47			
OFF-3,6,10		1036	127	909	87.7	12.3	
ON+OFF--1		1446	490	956			
%---4,8,9	4-NET/SPY		66.1	8-DEM/SPY	33.9	9DEM/SPY-W	91.9

DISTRICT:	14	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED		312	290	22	7.1	6.4	
WHITE		1	1	0	0.0	0.0	
YELLOW		20	13	7	35.0	2.0	
GREEN		1	0	1	100.0	.3	
BLUE		0	0	0	0.0	0.0	
UNMETERED		9	9	0	0.0	0.0	
RED			0	0		0.0	
ILLEGAL			0	0		0.0	
ON--SUBTOT		343	313	30			
OFF-3,6,10		86	51	35	40.7	59.3	
ON+OFF--1		429	364	65			
%--4,8,9	4-NET/SPY		15.2	8-DEM/SPY	84.8	9DEM/SPY-W	91.5

DISTRICT:	15	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	93	86	7	7.5	2.2		
WHITE	24	12	12	50.0	3.7		
YELLOW	8	6	2	25.0	.6		
GREEN	11	12	-1	-9.1	-.3		
BLUE	0	0	0	0.0	0.0		
UNMETERED	212	213	-1	-.5	-.3		
RED		6	-6		-1.9		
ILLEGAL		62	-62		-19.1		
ON--SUBTOT	348	397	-49				
OFF-3,6,10	138	50	88	63.8	36.2		
ON+OFF--1	486	447	39				
%--4,8,9	4-NET/SPY	8.0	8-DEM/SPY	92.0	9DEM/SPY-W		122.5

DISTRICT:	16	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	308	318	-10	-3.2	-1.9		
WHITE	10	10	0	0.0	0.0		
YELLOW	26	23	3	11.5	.6		
GREEN	2	2	0	0.0	0.0		
BLUE	0	0	0	0.0	0.0		
UNMETERED	178	173	5	2.8	1.0		
RED		17	-17		-3.3		
ILLEGAL		52	-52		-10.1		
ON--SUBTOT	524	595	-71				
OFF--3,6,10	314	245	69	22.0	78.0		
ON+OFF--1	838	840	-2				
%--4,8,9	4-NET/SPY	8-DEM/SPY		100.2	9DEM/SPY-W		115.8

DISTRICT:	17	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	215	201	14	6.5	6.5		
WHITE	2	2	0	0.0	0.0		
YELLOW	2	1	1	50.0	.5		
GREEN	0	0	0	0.0	0.0		
BLUE	0	0	0	0.0	0.0		
UNMETERED	0	0	0	0.0	0.0		
RED		7	-7		-3.2		
ILLEGAL		2	-2		-.9		
ON---SUBTOT	219	213	6				
OFF-3,6,10	78	81	-3	-3.8	103.8		
ON+OFF--1	297	294	3				
%--4,8,9	4--NET/SPY	1.0	8--DEM/SPY	99.0	9DEM/SPY-W		98.2

DISTRICT:	18	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED		177	175	2	1.1	.6	
WHITE		9	7	2	22.2	.6	
YELLOW		41	40	1	2.4	.3	
GREEN		4	3	1	25.0	.3	
BLUE		1	1	0	0.0	0.0	
UNMETERED		99	110	-11	-11.1	-3.4	
RED			7	-7		-2.2	
ILLEGAL			8	-8		-2.5	
ON--SUBTOT		331	351	-20			
OFF-3, 6, 10		172	155	17	9.9	90.1	
ON+OFF--1		503	506	-3			
%--4, 8, 9	4-NET/SPY		-6	8-DEM/SPY	100.6	9DEM/SPY-W	109.0

DISTRICT:	19	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED		782	762	20	2.6	2.0	
WHITE		33	31	2	6.1	.2	
YELLOW		149	142	7	4.7	.7	
GREEN		0	0	0	0.0	0.0	
BLUE		9	9	0	0.0	0.0	
UNMETERED		70	68	2	2.9	.2	
RED			13	-13		-1.3	
ILLEGAL			22	-22		-2.2	
ON--SUBTOT		1043	1047	-4			
OFF-3, 6, 10		317	230	87	27.4	72.6	
ON+OFF--1		1360	1277	83			
%--4, 8, 9	4-NET/SPY		6.1	8-DEM/SPY	93.9	9DEM/SPY-W	103.7

DISTRICT:	20	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED		292	278	14	4.8	1.8	
WHITE		21	9	12	57.1	1.6	
YELLOW		54	47	7	13.0	.9	
GREEN		7	3	4	57.1	.5	
BLUE		3	1	2	66.7	.3	
UNMETERED		411	332	79	19.2	10.3	
RED			19	-19		-2.5	
ILLEGAL			63	-63		-8.2	
ON---SUBTOT		788	752	36			
OFF-3,6,10		140	118	22	15.7	84.3	
ON+OFF--1		928	870	58			
%--4,8,9	4-NET/SPY		6.3	8-DEM/SPY	93.8	9DEM/SPY-W	98.0

DISTRICT: 21	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET						
METERED	25	15	10	40.0	2.8	
WHITE	11	3	8	72.7	2.2	
YELLOW	11	5	6	54.5	1.7	
GREEN	40	22	18	45.0	5.0	
BLUE	0	0	0	0.0	0.0	
UNMETERED	285	184	101	35.4	28.0	
RED		14	-14		-3.9	
ILLEGAL		26	-26		-7.2	
ON--SUBTOT	372	269	103			
OFF-3,6,10	38	10	28	73.7	26.3	
ON+OFF--1	410	279	131			
%--4,8,9	4-NET/SPY	32.0	8-DEM/SPY	68.0	9DEM/SPY-W	74.5

DISTRICT:	22	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	308	295	13	4.2	3.6		
WHITE	48	30	18	37.5	4.9		
YELLOW	54	56	-2	-3.7	-5		
GREEN	0	0	0	0.0	0.0		
BLUE	2	1	1	50.0	.3		
UNMETERED	2	1	1	50.0	.3		
RED		20	-20		-5.5		
ILLEGAL		16	-16		-4.4		
ON--SUBTOT	414	419	-5				
OFF-3,6,10	391	276	115	29.4	70.6		
ON+OFF---1	805	695	110				
%--4,8,9	4-NET/SPY	13.7	8-DEM/SPY	86.3	9DEM/SPY-W		114.5

DISTRICT: 23	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET						
METERED	114	92	22	19.3	8.2	
WHITE	0	0	0	0.0	0.0	
YELLOW	14	9	5	35.7	1.9	
GREEN	0	0	0	0.0	0.0	
BLUE	1	1	0	0.0	0.0	
UNMETERED	140	86	54	38.6	20.1	
RED		4	-4		-1.5	
ILLEGAL		3	-3		-1.1	
ON--SUBTOT	269	195	74			
OFF-3,6,10	430	228	202	47.0	53.0	
ON+OFF--1	699	423	276			
%--4,8,9	4-NET/SPY	39.5	8-DEM/SPY	60.5	9DEM/SPY-W	72.5

DISTRICT:	24	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	502	486	16	3.2	2.7		
WHITE	18	10	8	44.4	1.4		
YELLOW	74	64	10	13.5	1.7		
GREEN	0	0	0	0.0	0.0		
BLUE	2	0	2	100.0	.3		
UNMETERED	10	11	-1	-10.0	-.2		
RED		26	-26		-4.4		
ILLEGAL		21	-21		-3.6		
ON--SUBTOT	606	618	-12				
OFF-3,6,10	210	133	77	36.7	63.3		
ON+OFF---1	816	751	65				
%--4,8,9	4-NET/SPY	8.0	8-DEM/SPY	92.0	9DEM/SPY-W		105.1

DISTRICT: 25	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET						
METERED	137	125	12	8.8	7.1	
WHITE	12	4	8	66.7	4.7	
YELLOW	9	9	0	0.0	0.0	
GREEN	0	0	0	0.0	0.0	
BLUE	0	0	0	0.0	0.0	
UNMETERED	24	26	-2	-8.3	-1.2	
RED		9	-9		-5.3	
ILLEGAL		5	-5		-2.9	
ON--SUBTOT	182	178	4			
OFF-3,6,10	0	0	0	0.0	0.0	
ON+OFF--1	182	178	4			
%--4,8,9	4-NET/SPY	2.2	8-DEM/SPY	97.8	9DEM/SPY-W	104.7

DISTRICT: 26	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET						
METERED	268	261	7	2.6	1.2	
WHITE	39	30	9	23.1	1.5	
YELLOW	79	74	5	6.3	.9	
GREEN	16	14	2	12.5	.3	
BLUE	0	0	0	0.0	0.0	
UNMETERED	225	226	-1	-.4	-.2	
RED		38	-38		-6.5	
ILLEGAL		43	-43		-7.3	
ON--SUBTOT	627	686	-59			
OFF-3,6,10	150	104	46	30.7	69.3	
ON+OFF--1	777	790	-13			
%--4,8,9	4-NET/SPY	-1.7	8-DEM/SPY	101.7	9DEM/SPY-W	116.7

DISTRICT:	27	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED		465	442	23	4.9	3.8	
WHITE		63	48	15	23.8	2.5	
YELLOW		51	44	7	13.7	1.2	
GREEN		2	2	0	0.0	0.0	
BLUE		2	0	2	100.0	.3	
UNMETERED		78	73	5	6.4	.8	
RED			14	-14		-2.3	
ILLEGAL			31	-31		-5.2	
ON--SUBTOT		661	654	7			
OFF-3, 6, 10		299	149	150	50.2	49.8	
ON+OFF--1		960	803	157			
%--4, 8, 9	4-NET/SPY		16.4	8-DEM/SPY	83.6	9DEM/SPY-W	109.4

DISTRICT: 28	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET						
METERED	199	194	5	2.5	1.6	
WHITE	4	1	3	75.0	1.0	
YELLOW	47	37	10	21.3	3.2	
GREEN	0	0	0	0.0	0.0	
BLUE	0	0	0	0.0	0.0	
UNMETERED	62	47	15	24.2	4.9	
RED		12	-12		-3.9	
ILLEGAL		21	-21		-6.8	
ON--SUBTOT	312	312	0			
OFF-3, 6, 10	54	37	17	31.5	68.5	
ON+OFF--1	366	349	17			
%--4, 8, 9	4-NET/SPY	4.6	8-DEM/SPY	95.4	9DEM/SPY-W	101.3

DISTRICT:	29	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	141	144	-3	-2.1	-1.2		
WHITE	1	1	0	0.0	0.0		
YELLOW	23	17	6	26.1	2.5		
GREEN	4	5	-1	-25.0	-4		
BLUE	0	0	0	0.0	0.0		
UNMETERED	73	78	-5	-6.8	-2.1		
RED		2	-2		-8		
ILLEGAL		18	-18		-7.5		
ON--SUBTOT	242	265	-23				
OFF-3,6,10	109	80	29	26.6	73.4		
ON+OFF--1	351	345	6				
%--4,8,9	4-NET/SPY	1.7	8-DEM/SPY	98.3	9DEM/SPY-W		110.0

DISTRICT:	30	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED		157	156	1	.6	.4	
WHITE		5	5	0	0.0	0.0	
YELLOW		17	18	-1	-5.9	-.4	
GREEN		6	6	0	0.0	0.0	
BLUE		0	0	0	0.0	0.0	
UNMETERED		58	43	15	25.9	6.3	
RED			20	-20		-8.4	
ILLEGAL			6	-6		-2.5	
ON--SUBTOT		243	254	-11			
OFF-3,6,10		104	69	35	33.7	66.3	
ON+OFF--1		347	323	24			
%--4,8,9	4--NET/SPY		6.9	8--DEM/SPY	93.1	9DEM/SPY-W	106.7

DISTRICT:	31	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED		148	143	5	3.4	1.5	
WHITE		12	9	3	25.0	.9	
YELLOW		25	25	0	0.0	0.0	
GREEN		12	10	2	16.7	.6	
BLUE		0	0	0	0.0	0.0	
UNMETERED		158	157	1	.6	.3	
RED			14	-14		-4.1	
ILLEGAL			4	-4		-1.2	
ON--SUBTOT		355	362	-7			
OFF-3,6,10		77	36	41	53.2	46.8	
ON+OFF--1		432	398	34			
%--4,8,9	4-NET/SPY		7.9	8-DEM/SPY	92.1	9DEM/SPY-W	105.5

DISTRICT:	32	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	61	57	4	6.6	1.4		
WHITE	1	1	0	0.0	0.0		
YELLOW	12	10	2	16.7	.7		
GREEN	14	16	-2	-14.3	-.7		
BLUE	0	0	0	0.0	0.0		
UNMETERED	191	177	14	7.3	5.0		
RED		12	-12		-4.3		
ILLEGAL		14	-14		-5.0		
ON---SUBTOT	279	287	-8				
OFF-3, 6, 10	108	101	7	6.5	93.5		
ON+OFF---1	387	388	-1				
%---4, 8, 9	4-NET/SPY	8-DEM/SPY		100.3	9DEM/SPY-W		103.2

DISTRICT:	33	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED		312	298	14	4.5	3.7	
WHITE		15	12	3	20.0	.8	
YELLOW		48	28	20	41.7	5.2	
GREEN		0	0	0	0.0	0.0	
BLUE		1	0	1	100.0	.3	
UNMETERED		21	15	6	28.6	1.6	
RED			0	0		0.0	
ILLEGAL			0	0		0.0	
ON--SUBTOT		397	353	44			
OFF-3,6,10		211	115	96	45.5	54.5	
ON+OFF--1		608	468	140			
%--4,8,9	4-NET/SPY	23.0	8-DEM/SPY	77.0	9DEM/SPY-W		92.4

DISTRICT:	34	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	117	117		0	0.0	0.0	
WHITE	7	6		1	14.3	.2	
YELLOW	5	6		-1	-20.0	-.2	
GREEN	5	4		1	20.0	.2	
BLUE	0	0		0	0.0	0.0	
UNMETERED	275	300		-25	-9.1	-6.2	
RED		12		-12		-3.0	
ILLEGAL		83		-83		-20.6	
ON---SUBTOT	409	528		-119			
OFF-3,6,10	263	234		29	11.0	89.0	
ON+OFF---1	672	762		-90			
%--4,8,9	4-NET/SPY	-13.4	8-DEM/SPY	113.4	9DEM/SPY-W		131.3

DISTRICT:	35	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED		46	38	8	17.4	2.9	
WHITE		9	8	1	11.1	.4	
YELLOW		1	1	0	0.0	0.0	
GREEN		5	5	0	0.0	0.0	
BLUE		0	0	0	0.0	0.0	
UNMETERED		220	200	20	9.1	7.4	
RED			1	-1		-.4	
ILLEGAL			76	-76		-27.9	
ON--SUBTOT		281	329	-48			
OFF-3,6,10		16	7	9	56.3	43.8	
ON+OFF--1		297	336	-39			
%--4,8,9		4-NET/SPY	-13.1	8-DEM/SPY	113.1	9DEM/SPY-W	121.0

DISTRICT: 36	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET						
METERED	365	342	23	6.3	5.2	
WHITE	30	20	10	33.3	2.2	
YELLOW	63	54	9	14.3	2.0	
GREEN	2	0	2	100.0	.4	
BLUE	3	6	-3	-100.0	-7	
UNMETERED	13	8	5	38.5	1.1	
RED		17	-17		-3.8	
ILLEGAL		28	-28		-6.3	
ON--SUBTOT	476	475	1			
OFF-3,6,10	303	182	121	39.9	60.1	
ON+OFF--1	779	657	122			
%--4,8,9	4-NET/SPY	15.7	8-DEM/SPY	84.3	9DEM/SPY-W	106.5

DISTRICT:	37	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	29	31	-2	-6.9	-3.8		
WHITE	4	4	0	0.0	0.0		
YELLOW	23	23	0	0.0	0.0		
GREEN	0	0	0	0.0	0.0		
BLUE	0	0	0	0.0	0.0		
UNMETERED	0	0	0	0.0	0.0		
RED		8	-8		-15.4		
ILLEGAL		6	-6		-11.5		
ON--SUBTOT	56	72	-16				
OFF-3,6,10	0	0	0	0.0	0.0		
ON+OFF--1	56	72	-16				
%--4,8,9	4-NET/SPY	-28.6	8-DEM/SPY	128.6	9DEM/SPY-W		138.5

DISTRICT:	38	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	48	47	1	2.1	1.5		
WHITE	8	7	1	12.5	1.5		
YELLOW	15	14	1	6.7	1.5		
GREEN	0	0	0	0.0	0.0		
BLUE	1	2	-1	-100.0	-1.5		
UNMETERED	1	1	0	0.0	0.0		
RED		2	-2		-3.1		
ILLEGAL		3	-3		-4.6		
ON--SUBTOT	73	76	-3				
OFF-3, 6, 10	0	0	0	0.0	0.0		
ON+OFF--1	73	76	-3				
%--4, 8, 9	4-NET/SPY	-4.1	8-DEM/SPY	104.1	9DEM/SPY-W		116.9

DISTRICT:	39	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED		50	50	0	0.0	0.0	0.0
WHITE		1	1	0	0.0	0.0	0.0
YELLOW		9	4	5	55.6	8.5	8.5
GREEN		0	0	0	0.0	0.0	0.0
BLUE		0	0	0	0.0	0.0	0.0
UNMETERED		0	0	0	0.0	0.0	0.0
RED			3	-3		-5.1	
ILLEGAL			10	-10		-16.9	
ON--SUBTOT		60	68	-8			
OFF-3,6,10		114	112	2	1.8	98.2	
ON+OFF--1		174	180	-6			
%--4,8,9	4-NET/SPY	-3.4	8-DEM/SPY	103.4	9DEM/SPY-W		115.3

DISTRICT:	40	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	0	0	0	0	0.0	0.0	0.0
WHITE	0	0	0	0	0.0	0.0	0.0
YELLOW	0	0	0	0	0.0	0.0	0.0
GREEN	0	0	0	0	0.0	0.0	0.0
BLUE	0	0	0	0	0.0	0.0	0.0
UNMETERED	104	97	7	7	6.7	6.7	6.7
RED		0	0	0		0.0	0.0
ILLEGAL		0	0	0		0.0	0.0
ON--SUBTOT	104	97	7	7			
OFF-3,6,10	0	0	0	0	0.0	0.0	0.0
ON+OFF--1	104	97	7	7			
%--4,8,9	4-NET/SPY	6.7	8-DEM/SPY	93.3	9DEM/SPY-W		93.3

Table 2.5
FRIDAY SURVEY STATISTICS

DISTRICT:	1	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	78	79	-1	-1.3	-0.8		
WHITE	29	19	10	34.5	7.9		
YELLOW	41	42	-1	-2.4	-0.8		
GREEN	0	0	0	0.0	0.0		
BLUE	2	2	0	0.0	0.0		
UNMETERED	6	10	-4	-66.7	-3.1		
RED		8	-8		-6.3		
ILLEGAL		2	-2		-1.6		
ON--SUBTOT	156	162	-6				
OFF-3,6,10	171	122	49	28.7	71.3		
ON+OFF--1	327	284	43				
%--4,8,9	4-NET/SPY	13.1	8-DEM/SPY	86.9	9DEM/SPY-W		127.6

DISTRICT:	4	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	121	128	-7	-5.8	-3.8		
WHITE	3	0	3	100.0	1.6		
YELLOW	34	35	-1	-2.9	-5		
GREEN	0	0	0	0.0	0.0		
BLUE	0	0	0	0.0	0.0		
UNMETERED	30	31	-1	-3.3	-5		
RED		18	-18		-9.7		
ILLEGAL		4	-4		-2.2		
ON--SUBTOT	188	216	-28				
OFF-3,6,10	59	45	14	23.7	76.3		
ON+OFF--1	247	261	-14				
%--4,8,9	4-NET/SPY	-5.7	8-DEM/SPY	105.7	9DEM/SPY-W		116.8

DISTRICT:	6	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	283	295	-12	-4.2	-3.4		
WHITE	9	4	5	55.6	1.4		
YELLOW	50	47	3	6.0	.8		
GREEN	1	1	0	0.0	0.0		
BLUE	4	1	3	75.0	.8		
UNMETERED	18	19	-1	-5.6	-.3		
RED		29	-29		-8.1		
ILLEGAL		3	-3		-.8		
ON--SUBTOT	365	399	-34				
OFF-3,6,10	0	0	0	0.0	0.0		
ON+OFF--1	365	399	-34				
%--4,8,9	4-NET/SPY	-9.3	8-DEM/SPY	109.3	9DEM/SPY-W		112.1

DISTRICT:	18	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED		177	169	8	4.5	2.5	
WHITE		9	7	2	22.2	.6	
YELLOW		41	45	-4	-9.8	-1.2	
GREEN		4	4	0	0.0	0.0	
BLUE		1	1	0	0.0	0.0	
UNMETERED		99	102	-3	-3.0	-.9	
RED			26	-26		-8.1	
ILLEGAL			12	-12		-3.7	
ON--SUBTOT		331	366	-35			
OFF-3,6,10		57	26	31	54.4	45.6	
ON+OFF--1		388	392	-4			
%--4,8,9	4-NET/SPY		-1.0	8-DEM/SPY	101.0	9DEM/SPY-W	113.7

DISTRICT:	22	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	308	314	-6	-1.9	-1.6		
WHITE	48	42	6	12.5	1.6		
YELLOW	54	63	-9	-16.7	-2.5		
GREEN	0	0	0	0.0	0.0		
BLUE	2	3	-1	-50.0	-3		
UNMETERED	2	0	2	100.0	.5		
RED		86	-86		-23.5		
ILLEGAL		30	-30		-8.2		
ON--SUBTOT	414	538	-124				
OFF-3,6,10	571	457	114	20.0	80.0		
ON+OFF--1	985	995	-10				
%--4,8,9	4-NET/SPY	-1.0	8-DEM/SPY	101.0	9DEM/SPY-W		147.0

DISTRICT: 31	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET						
METERED	148	154	-6	-4.1	-1.7	
WHITE	12	14	-2	-16.7	-.6	
YELLOW	25	26	-1	-4.0	-.3	
GREEN	12	10	2	16.7	.6	
BLUE	0	0	0	0.0	0.0	
UNMETERED	158	169	-11	-7.0	-3.2	
RED		19	-19		-5.5	
ILLEGAL		17	-17		-5.0	
ON--SUBTOT	355	409	-54			
OFF-3,6,10	77	58	19	24.7	75.3	
ON+OFF--1	432	467	-35			
%--4,8,9	4-NET/SPY	-8.1	8-DEM/SPY	108.1	9DEM/SPY-W	119.2

DISTRICT:	34	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	117	105	12	10.3	3.0		
WHITE	7	1	6	85.7	1.5		
YELLOW	5	3	2	40.0	.5		
GREEN	5	1	4	80.0	1.0		
BLUE	0	0	0	0.0	0.0		
UNMETERED	275	239	36	13.1	9.0		
RED		5	-5		-1.2		
ILLEGAL		0	0		0.0		
ON--SUBTOT	409	354	55				
OFF-3,6,10	193	171	22	11.4	88.6		
ON+OFF--1	602	525	77				
%--4,8,9	4-NET/SPY	12.8	8-DEM/SPY	87.2	9DEM/SPY-W		88.1

DISTRICT:	38	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED		48	54	-6	-12.5	-9.2	
WHITE		8	6	2	25.0	3.1	
YELLOW		15	20	-5	-33.3	-7.7	
GREEN		0	0	0	0.0	0.0	
BLUE		1	1	0	0.0	0.0	
UNMETERED		1	0	1	100.0	1.5	
RED			7	-7		-10.8	
ILLEGAL			2	-2		-3.1	
ON--SUBTOT		73	90	-17			
OFF-3,6,10		0	0	0	0.0	0.0	
ON+OFF--1		73	90	-17			
%--4,8,9		4-NET/SPY	-23.3	8-DEM/SPY	123.3	9DEM/SPY-W	138.5

Table 2.6
WEEKDAY SURVEY STATISTICS

DISTRICT:	4	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	121	118	3	2.5	1.6		
WHITE	3	1	2	66.7	1.1		
YELLOW	34	28	6	17.6	3.2		
GREEN	0	0	0	0.0	0.0		
BLUE	0	0	0	0.0	0.0		
UNMETERED	30	24	6	20.0	3.2		
RED		7	-7		-3.8		
ILLEGAL		12	-12		-6.5		
ON--SUBTOT	188	190	-2				
OFF-3,6,10	71	66	5	7.0	93.0		
ON+OFF--1	259	256	3				
%--4,8,9	4-NET/SPY	1.2	8-DEM/SPY	98.8	9DEM/SPY-W		102.7

DISTRICT:	9	SUPPLY	DEMAND	NET (2)	% TYPE (5)	% TYPE (7)	% TYPE (9)
ONSTREET							
METERED	130	129	1	.8	.5		
WHITE	32	29	3	9.4	1.5		
YELLOW	15	13	2	13.3	1.0		
GREEN	0	0	0	0.0	0.0		
BLUE	5	3	2	40.0	1.0		
UNMETERED	47	46	1	2.1	.5		
RED		17	-17		-8.6		
ILLEGAL		12	-12		-6.1		
ON--SUBTOT	229	249	-20				
OFF-3, 6, 10	341	180	161	47.2	52.8		
ON+OFF--1	570	429	141				
%--4, 8, 9	4--NET/SPY	24.7	8--DEM/SPY	75.3	9DEM/SPY-W		126.4

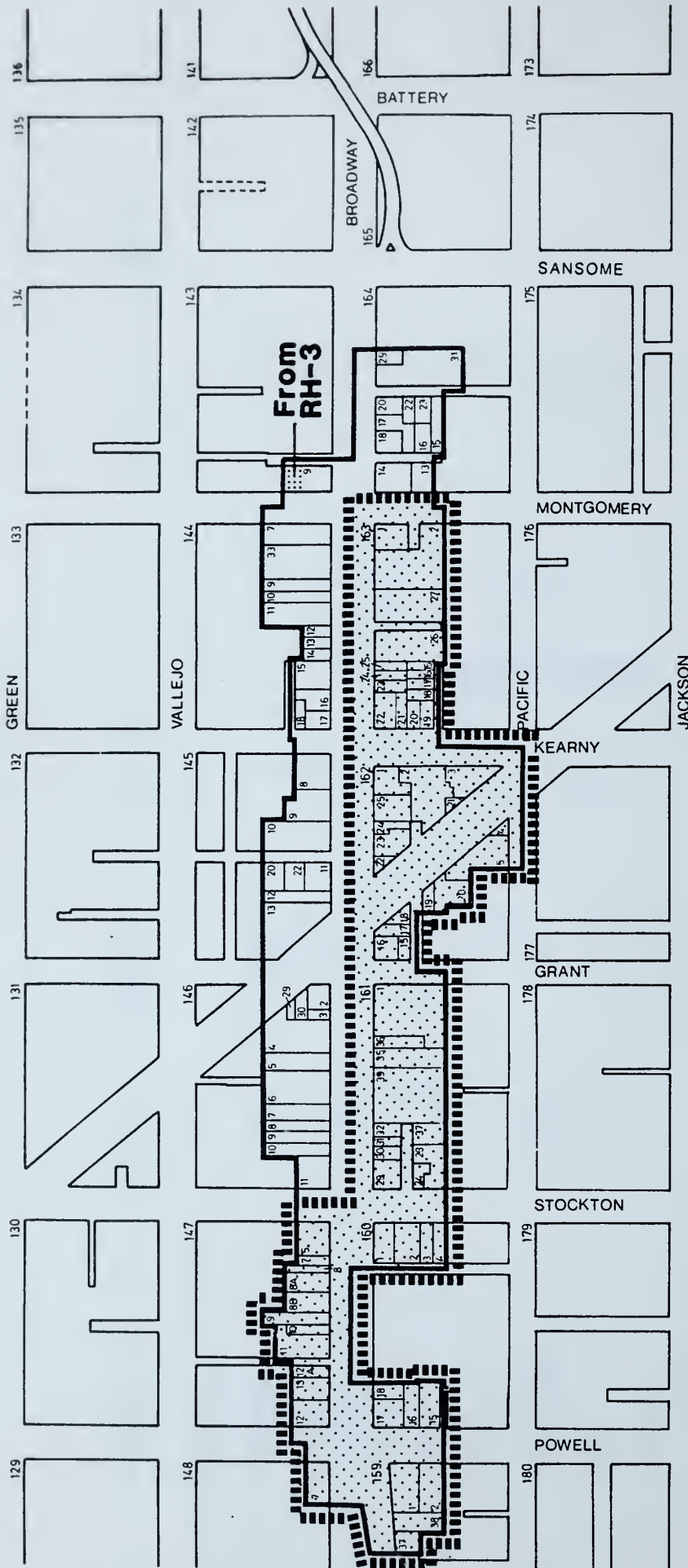
DISTRICT:	13	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED		128	144	-16	-12.5	-4.1	
WHITE		15	12	3	20.0	.8	
YELLOW		18	15	3	16.7	.8	
GREEN		7	6	1	14.3	.3	
BLUE		0	2	-2	0.0	-.5	
UNMETERED		242	267	-25	-10.3	-6.3	
RED			4	-4		-1.0	
ILLEGAL			29	-29		-7.3	
ON--SUBTOT		410	479	-69			
OFF-3,6,10		1036	625	411	39.7	60.3	
ON+OFF--1		1446	1104	342			
%--4,8,9	4-NET/SPY		23.7	8-DEM/SPY	76.3	9DEM/SPY-W	121.3

DISTRICT: 23	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET						
METERED	114	91	23	20.2	8.6	
WHITE	0	0	0	0.0	0.0	
YELLOW	14	7	7	50.0	2.6	
GREEN	0	0	0	0.0	0.0	
BLUE	1	0	1	100.0	.4	
UNMETERED	139	87	52	37.4	19.4	
RED		0	0		0.0	
ILLEGAL		0	0		0.0	
ON--SUBTOT	268	185	83			
OFF-3,6,10	423	239	184	43.5	56.5	
ON+OFF--1	691	424	267			
%--4,8,9	4-NET/SPY	38.6	8--DEM/SPY	61.4	9DEM/SPY-W	69.0

DISTRICT:	31	SUPPLY	DEMAND	NET(2)	% TYPE(5)	% TYPE(7)	% TYPE(9)
ONSTREET							
METERED	148	146	2	1.4	.6		
WHITE	12	10	2	16.7	.6		
YELLOW	25	19	6	24.0	1.7		
GREEN	12	11	1	8.3	.3		
BLUE	0	0	0	0.0	0.0		
UNMETERED	158	150	8	5.1	2.3		
RED		8	-8		-2.3		
ILLEGAL		8	-8		-2.3		
ON--SUBTOT	355	352	3				
OFF-3,6,10	77	33	44	57.1	42.9		
ON+OFF--1	432	385	47				
%--4,8,9	4-NET/SPY	10.9	8-DEM/SPY	89.1	9DEM/SPY-W		102.6

III. DISTRICT BOUNDARY MAPS

7364B



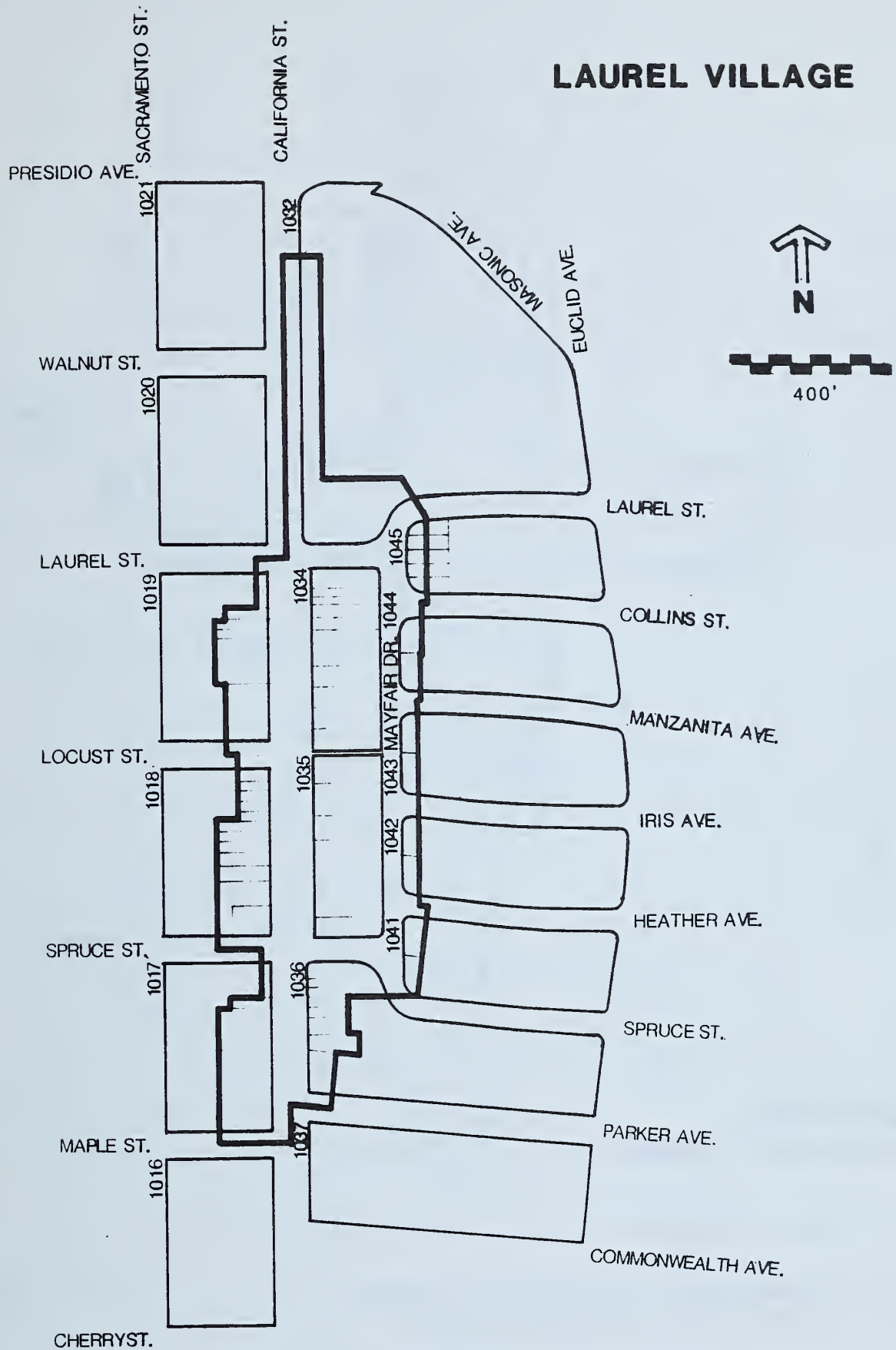
BROADWAY PROPOSED ZONING

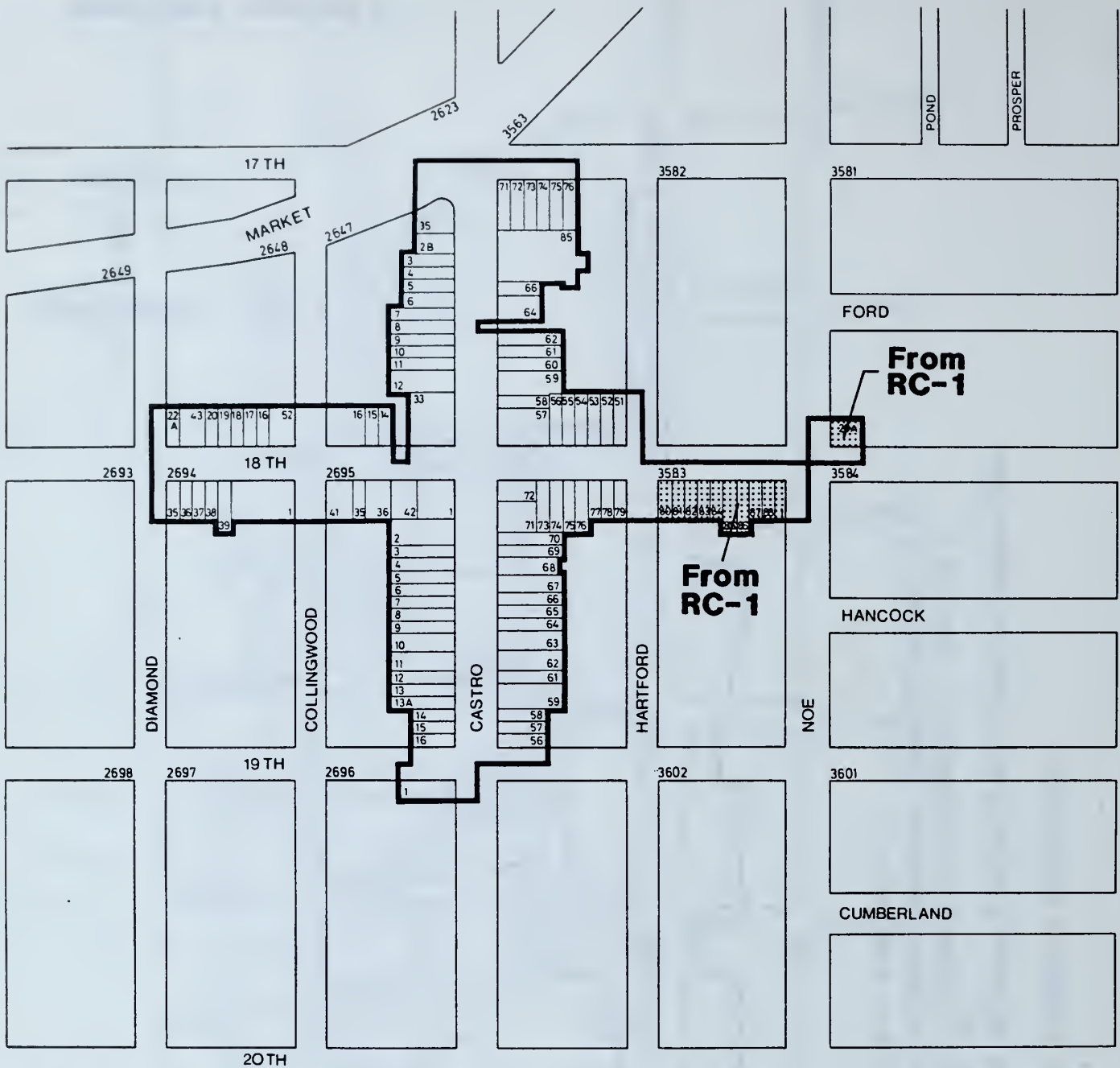
NCD BOUNDARY
 ADDITIONS

- DELETE EXISTING C-2 AND RH-3
- DELETE EXISTING INTERIM HOUSING CONSERVATION S.U.D.
- DELETE EXISTING WASHINGTON-BROADWAY SUD No 1
as shown on MAP 46
- RETAIN EXISTING SPECIAL DISTRICT FOR SIGN ILLUMINATION

RETAIN EXISTING GARMENT SHOP SUD

LAUREL VILLAGE





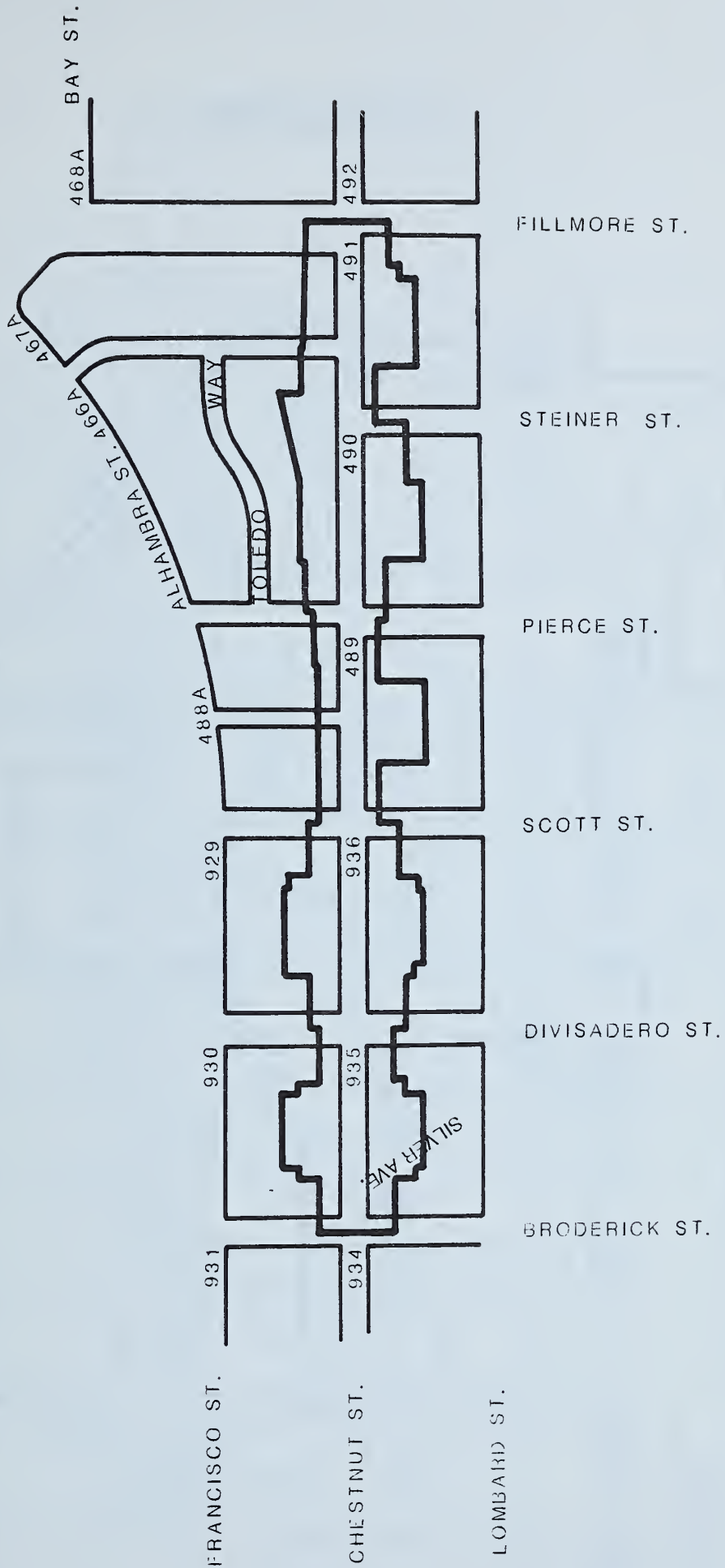
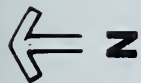
CASTRO **PROPOSED ZONING**

—— NCD BOUNDARY

..... ADDITIONS TO BOTH NCD & UPPER MARKET SPECIAL SIGN DISTRICT

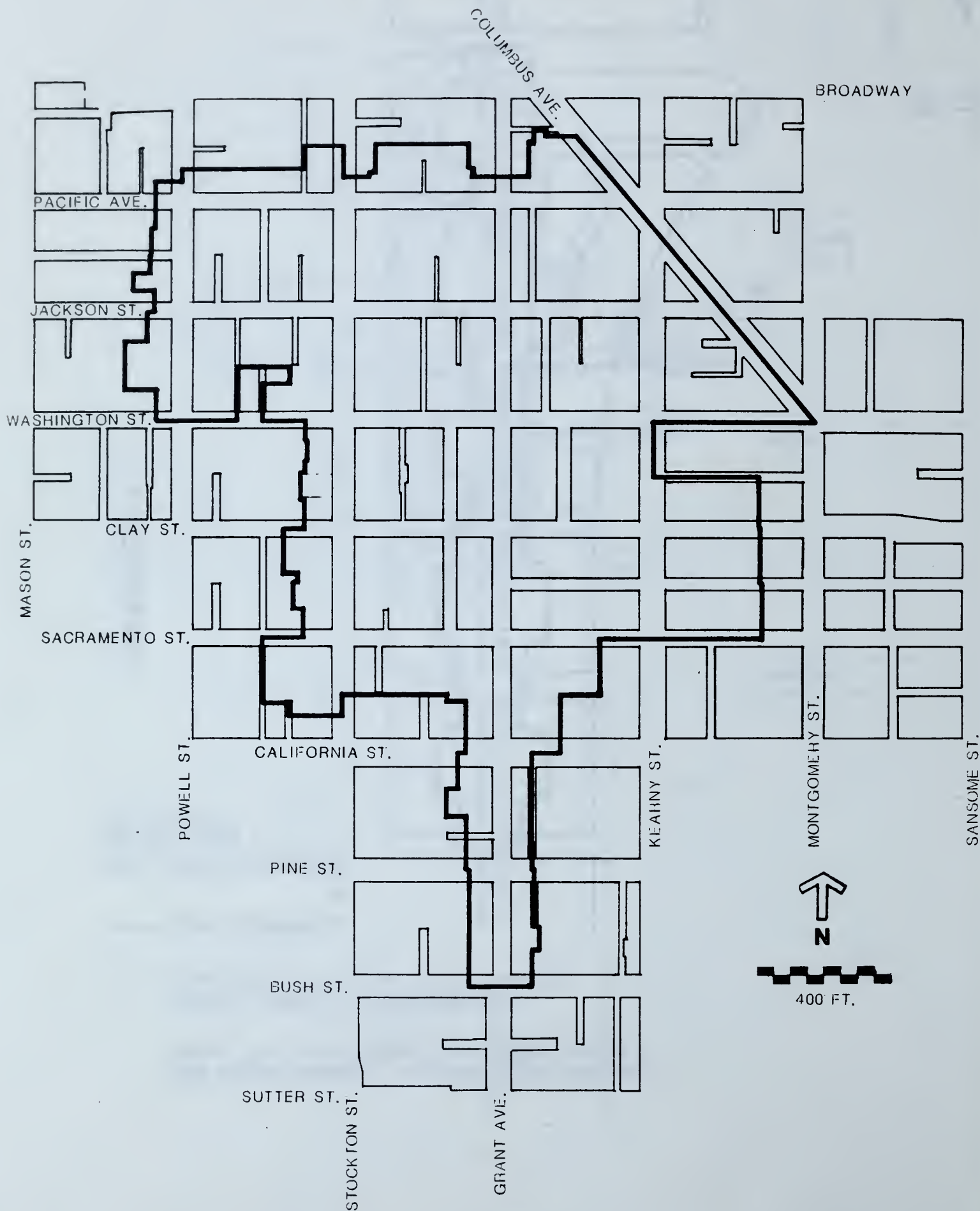
Except as noted, EXISTING ZONING is C-2 with UPPER MARKET SPECIAL SIGN DISTRICT

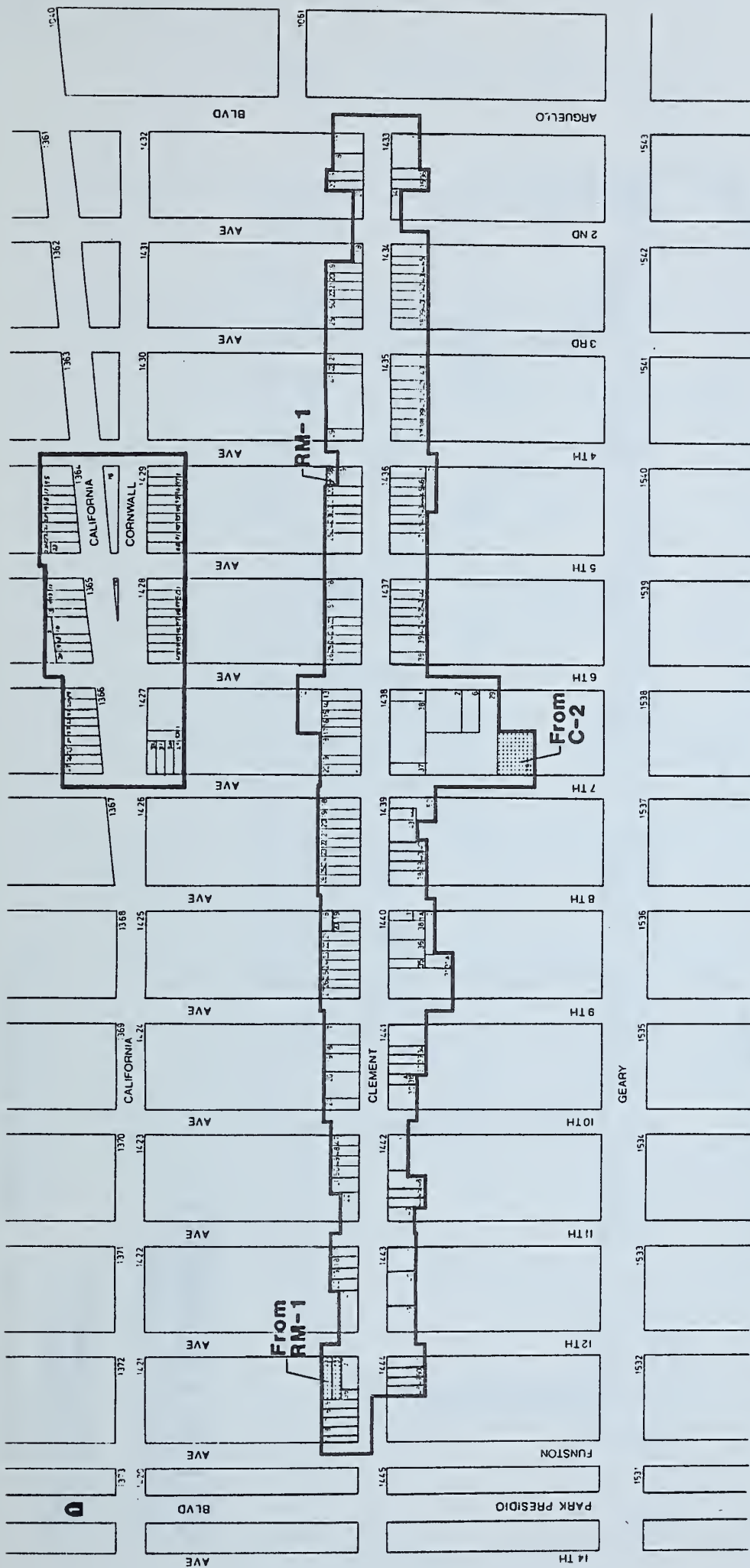




CHESTNUT ST.

CHINATOWN

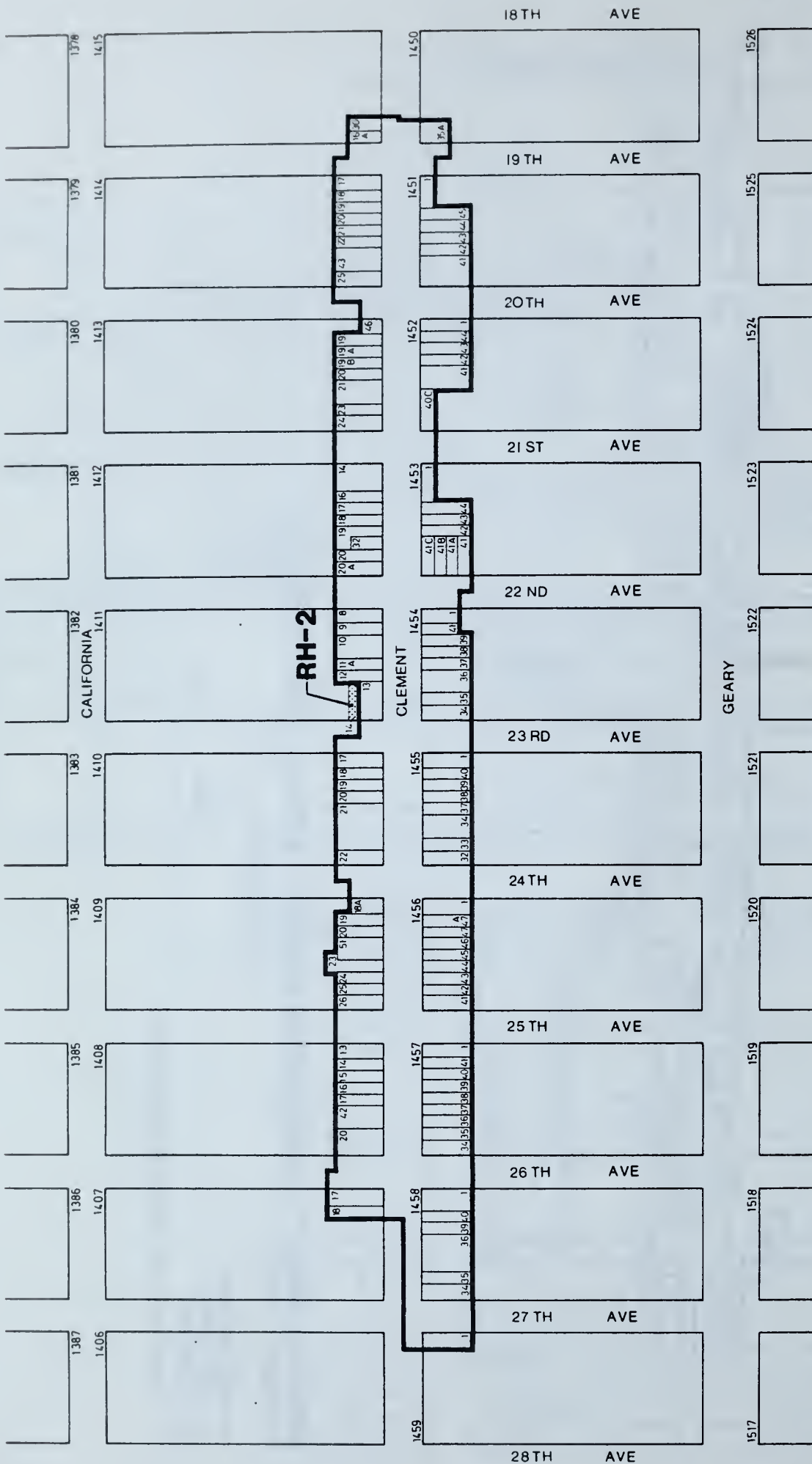




INNER CLEMENT - CALIFORNIA STREET (4TH TO 7TH AVENUES) PROPOSED ZONING

- NCD BOUNDARY
- ADDITIONS
- DELETIONS

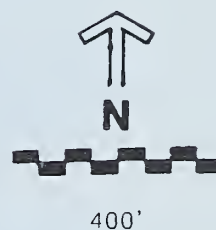
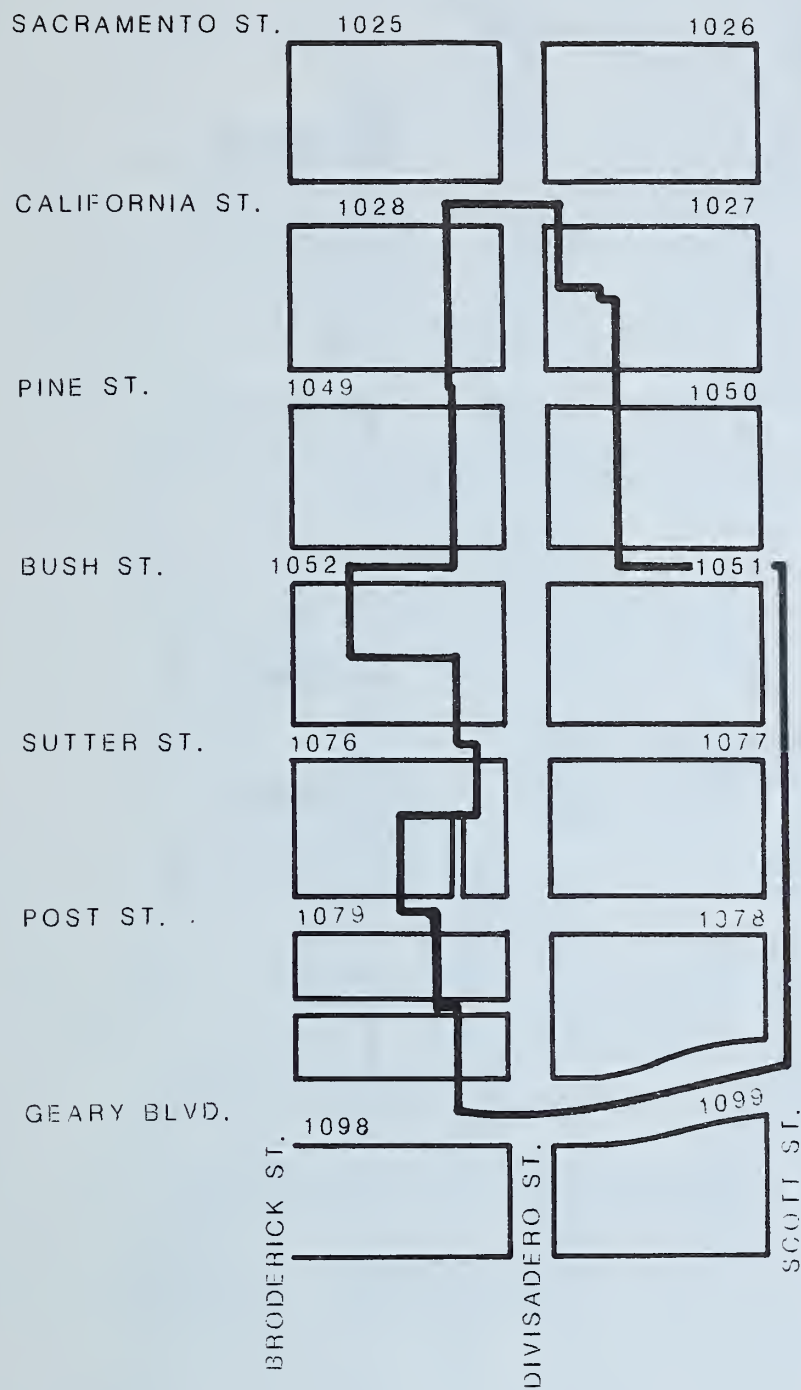
Except as noted, EXISTING ZONING is C-2



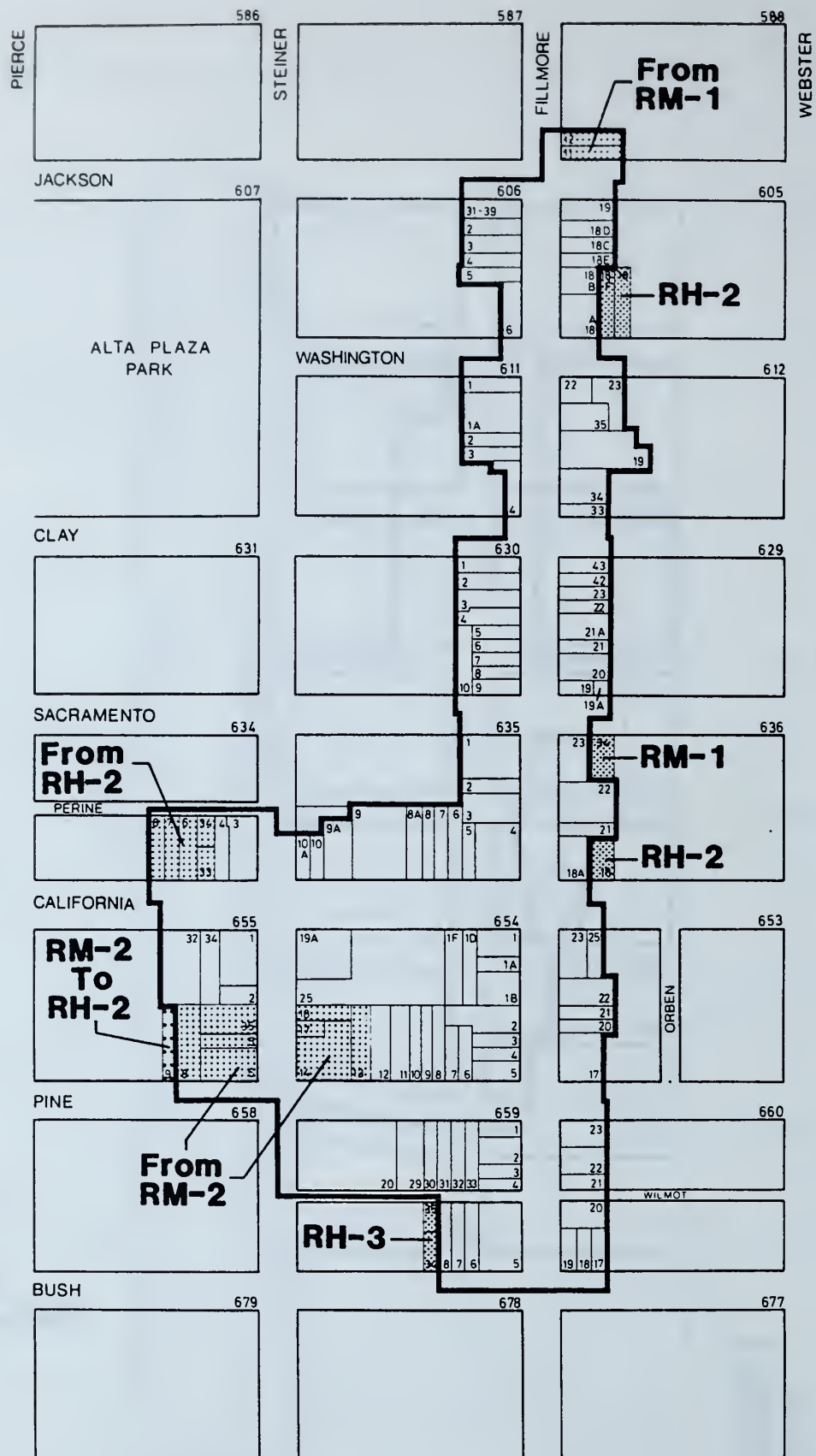
OUTER CLEMENT PROPOSED ZONING

**— NCD BOUNDARY
DELETIONS**

Except as noted, EXISTING ZONING is C-1



DIVISADERO ST.



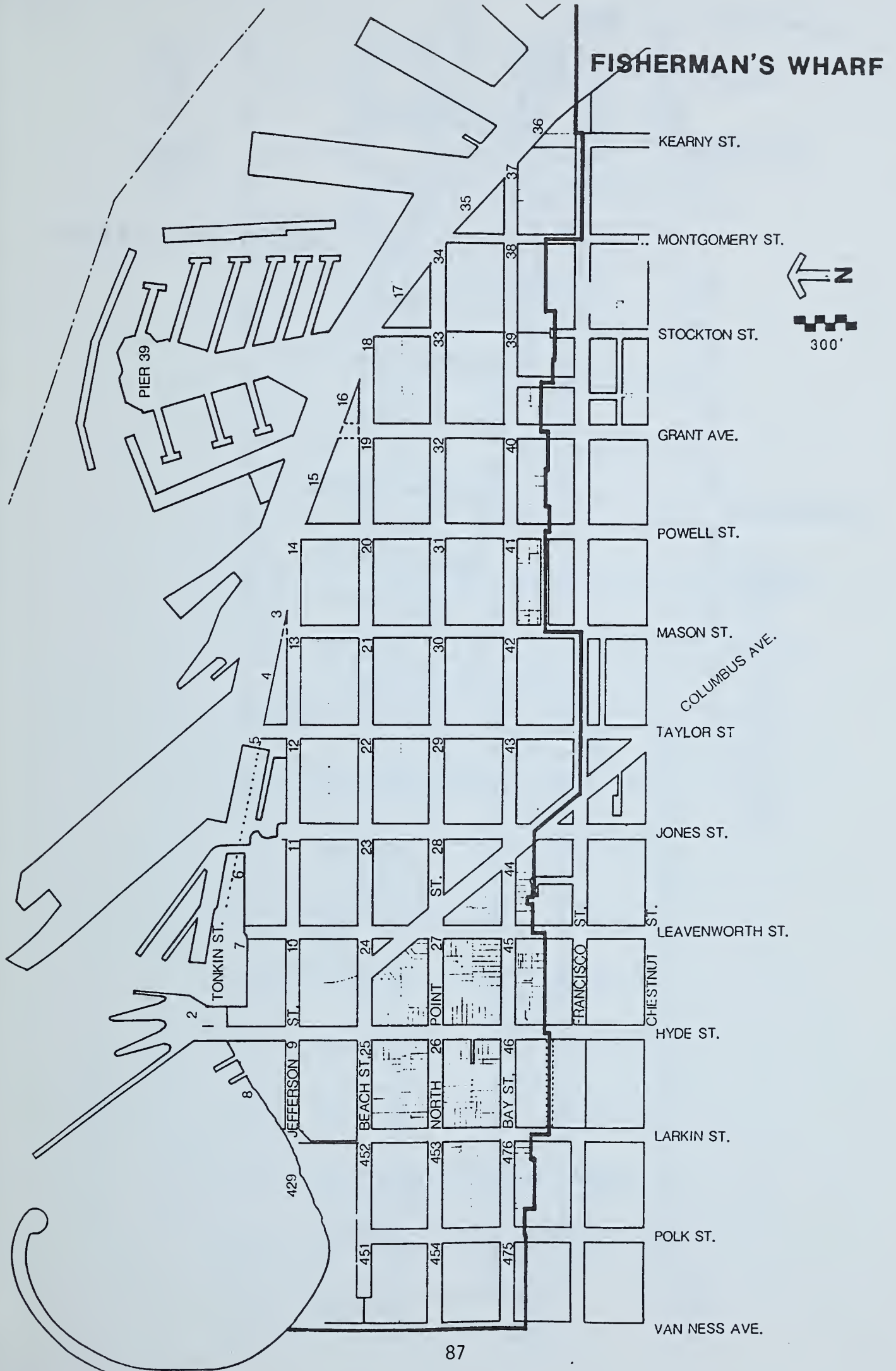
UPPER FILLMORE PROPOSED ZONING

- NCD BOUNDARY
- ▨ ADDITIONS
- ▩ DELETIONS
- ▤ NON-COMMERCIAL CHANGES

Except as noted, EXISTING ZONING is C-2



FISHERMAN'S WHARF



MASONIC AVE.

EMERSON ST.

1069

1068

1067

1066

1065

1064

COMMONWEALTH AVE.

1063

JORDAN AVE.

1062

PALM AVE.

1061

1060

1059

1058

1057

1056

1055

1054

1053

1052

1051

1050

1049

1048

1047

1046

1045

CLEMENT ST.

1441

1440

1439

1438

1437

1436

1435

1434

1433

CLAY BLVD

1535

1536

1537

1538

1539

1540

1541

1542

1543

ANZA ST.

WOOD ST.

COLLINS ST.

BLAKE ST.

COOK ST.

SPRUCE ST.

PARKER AVE.

BEAUMONT AVE.

STANYAN ST.

LORAIN CT.

ALMADEN CT.

ARGUELLO BLVD.

2ND AVE.

3RD AVE.

4TH AVE.

5TH AVE.

6TH AVE.

7TH AVE.

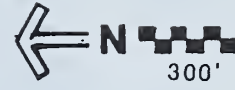
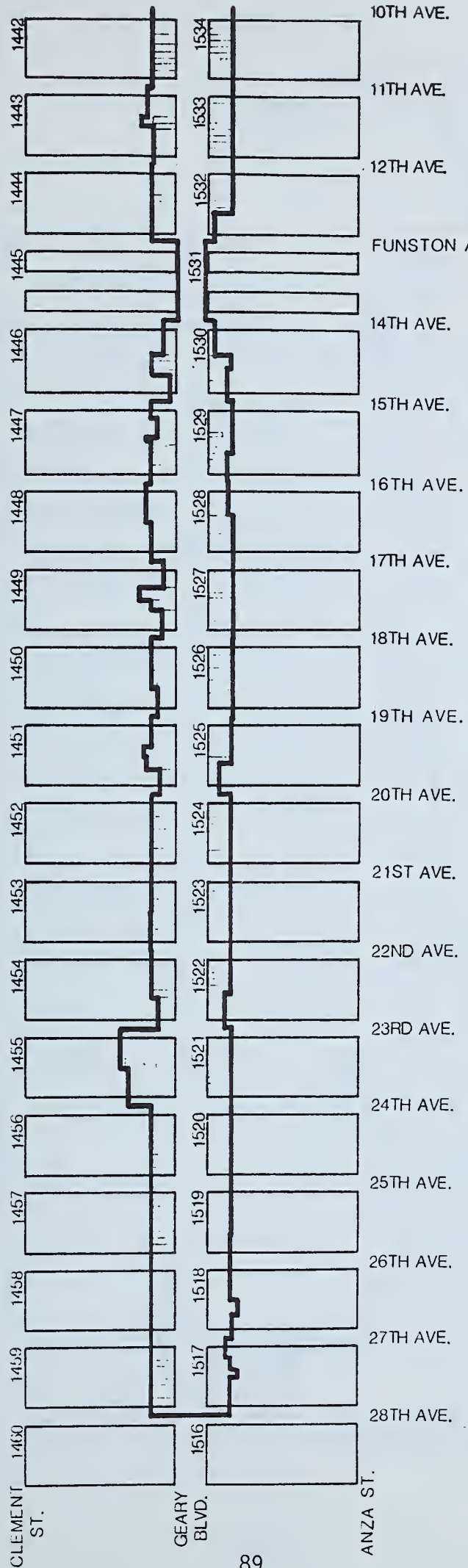
8TH AVE.

9TH AVE.

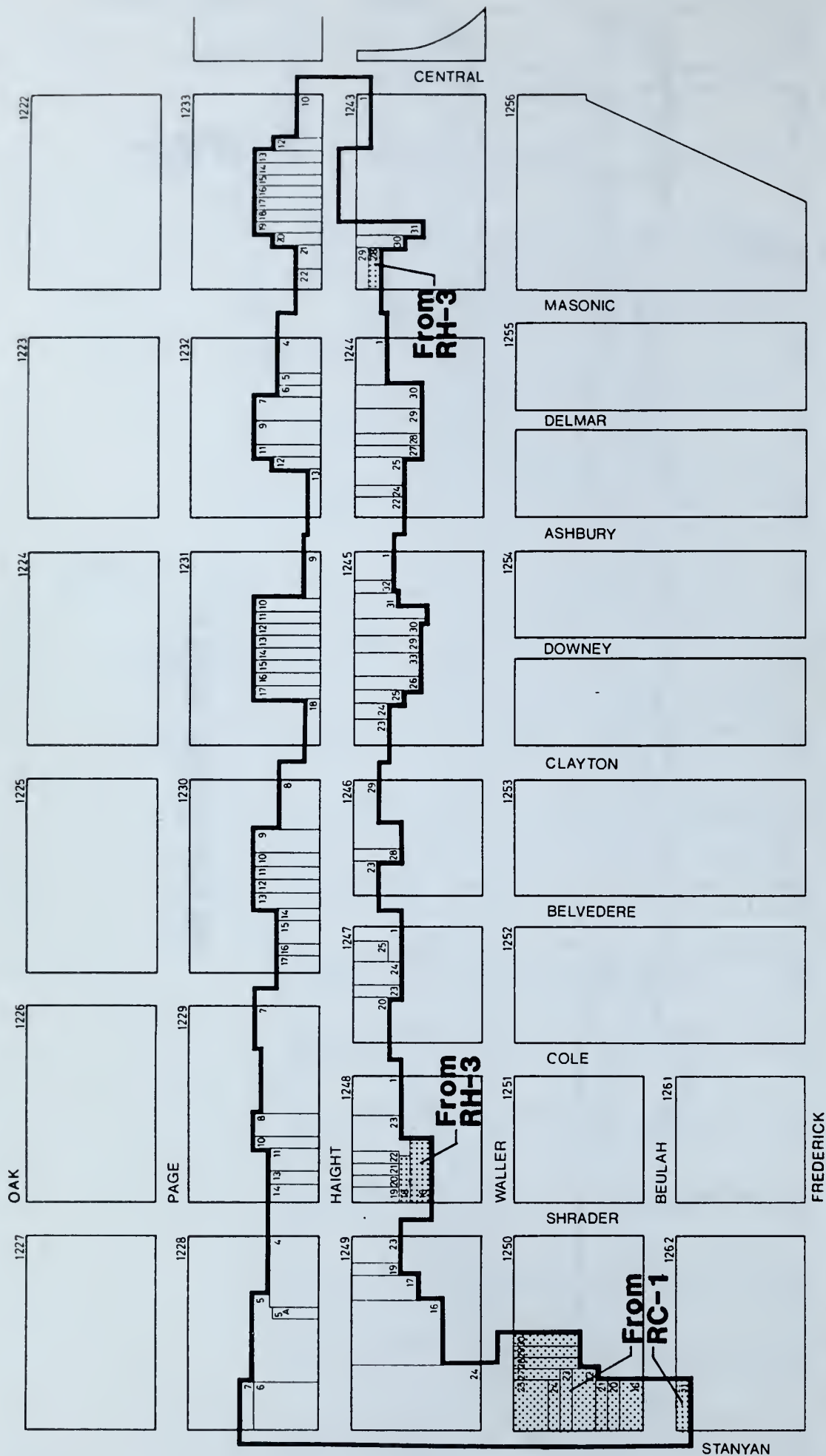
10TH AVE.



GEARY BLVD. EAST



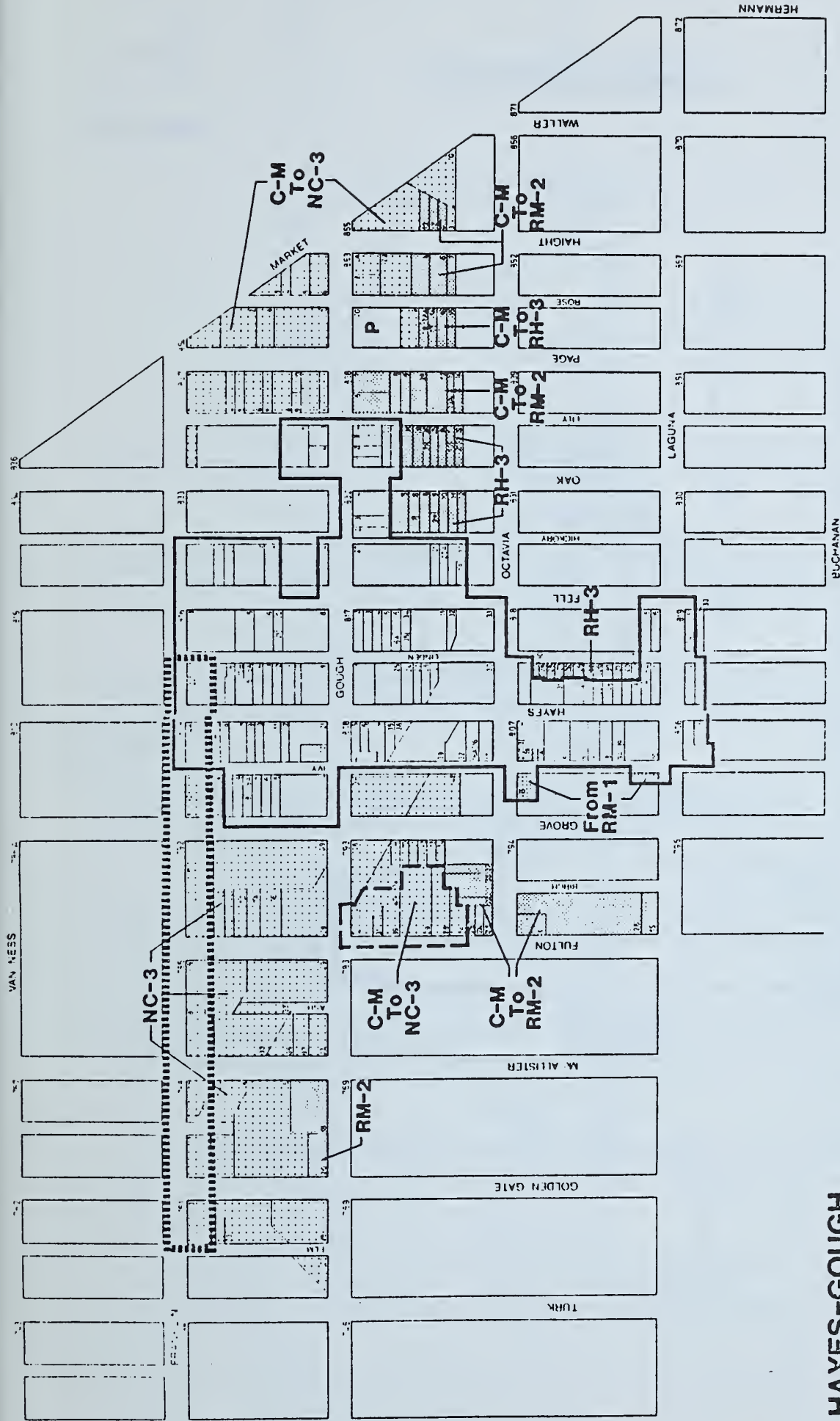
GEARY BLVD. WEST



HAIGHT PROPOSED ZONING

— NCD BOUNDARY
 ADDITIONS

Except as noted, EXISTING ZONING is C-2



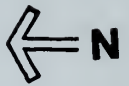
HAYES-GOUGH PROPOSED ZONING

- NCD BOUNDARY
- ▨ NCD ADDITIONS
- ▤ DELETIONS
- ▧ COMMERCIAL CHANGES

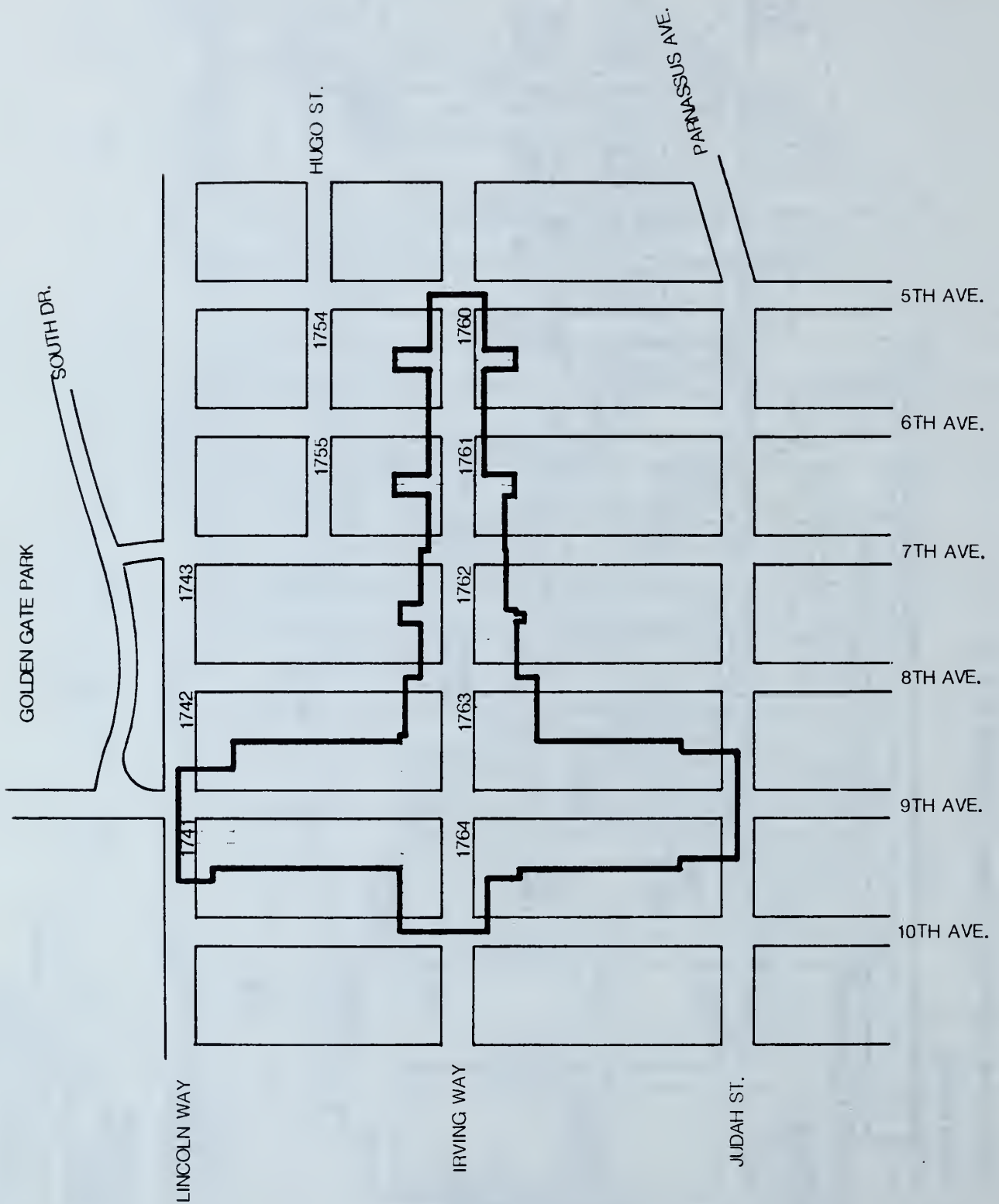
Except as noted, EXISTING ZONING is C-2 with Permanent S.U.D. (See Map 43 For Deletion)

BOUNDARY OF CIVIC CENTER SPECIAL SIGN DISTRICT No. 2 (Zoning Map Sheet SSD)

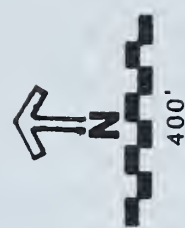
INNER IRVING ST.



400'



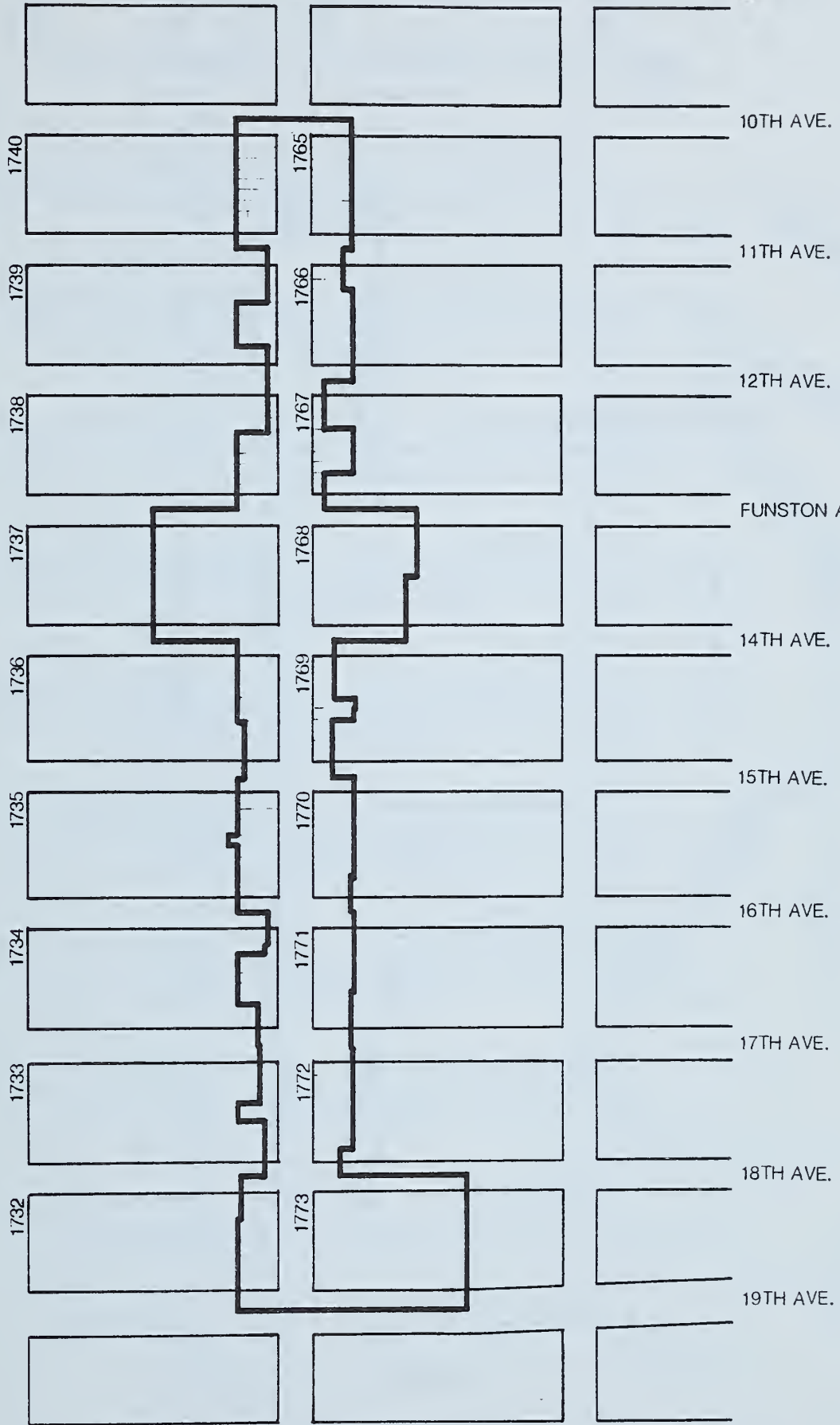
MID IRVING ST.



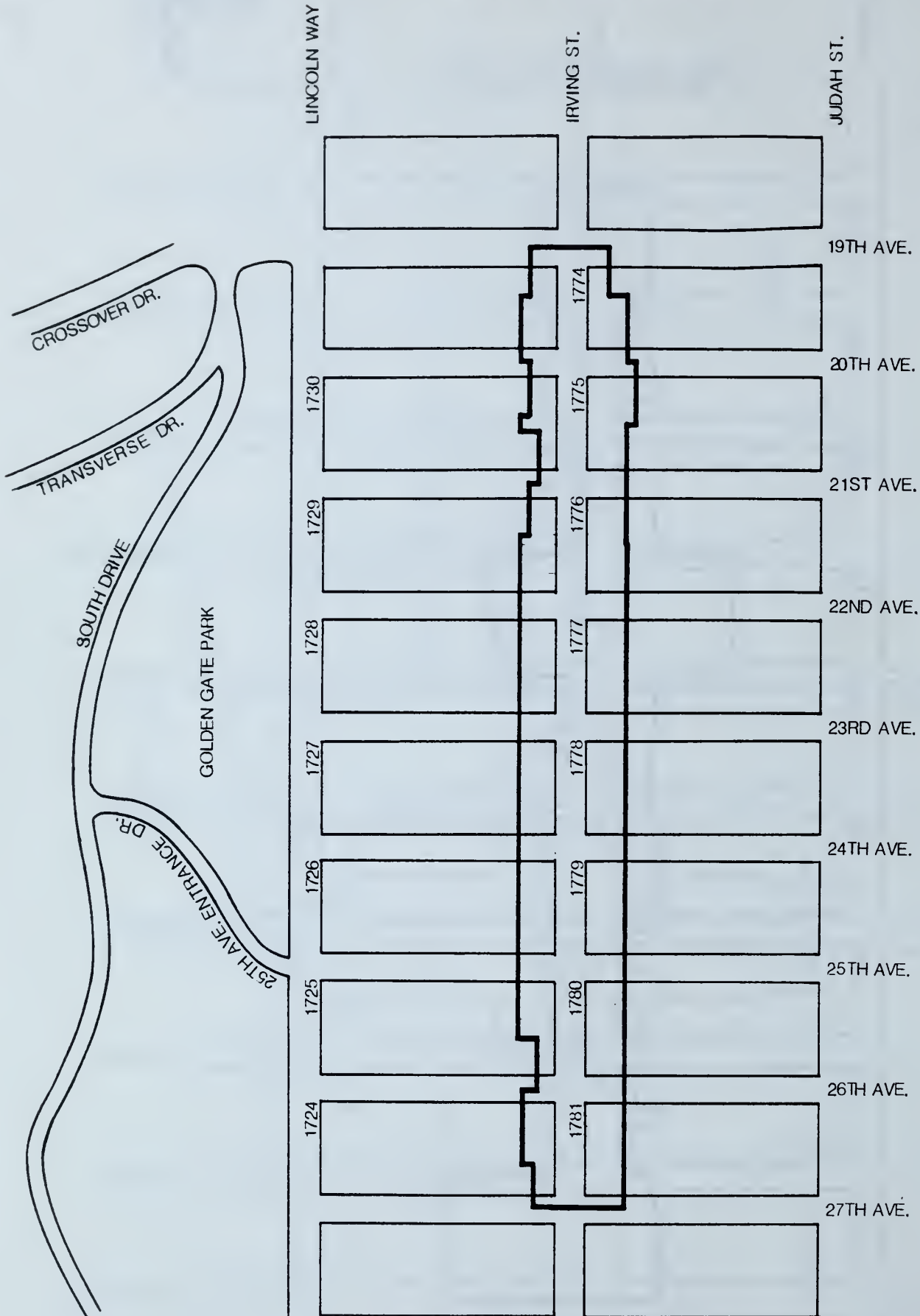
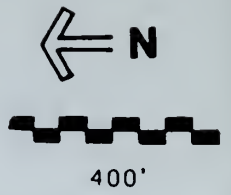
LINCOLN WAY

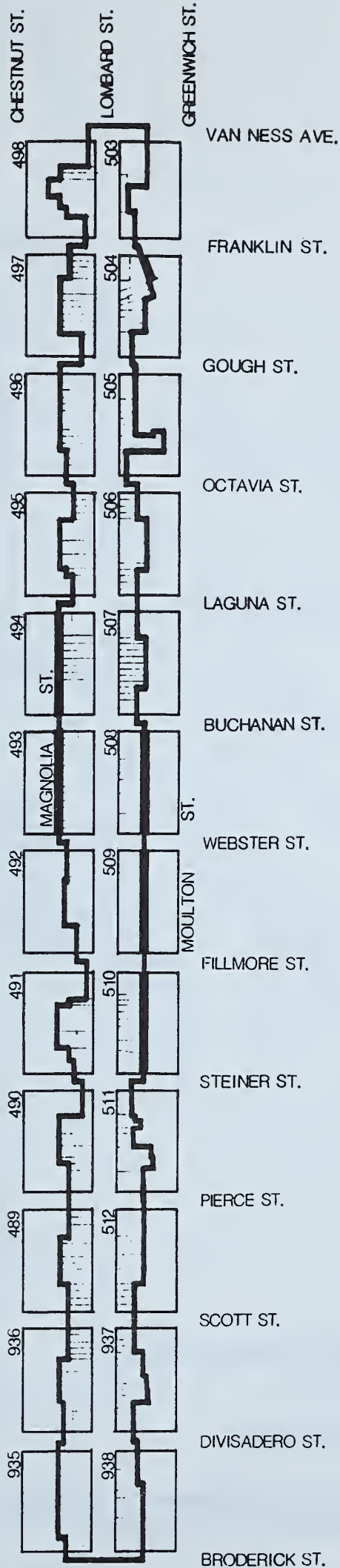
IRVING ST.

JUDAH ST.



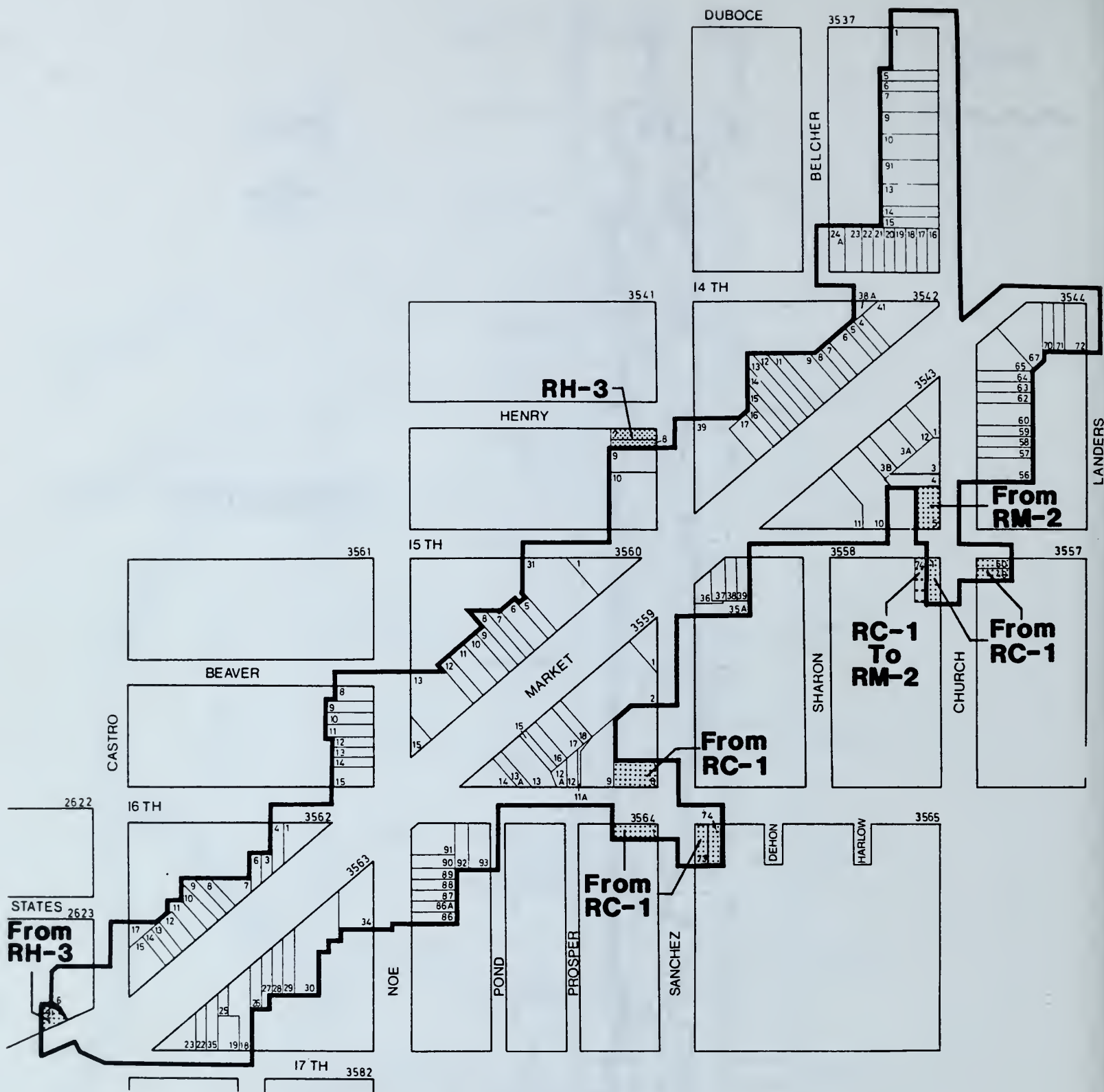
OUTER IRVING ST.





300'

LOMBARD ST.

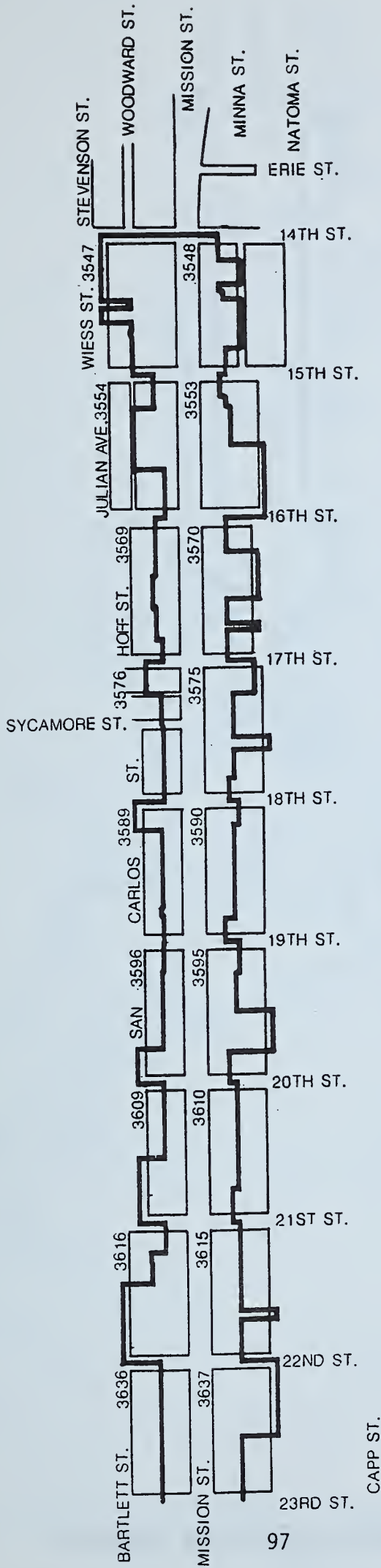


UPPER MARKET PROPOSED ZONING

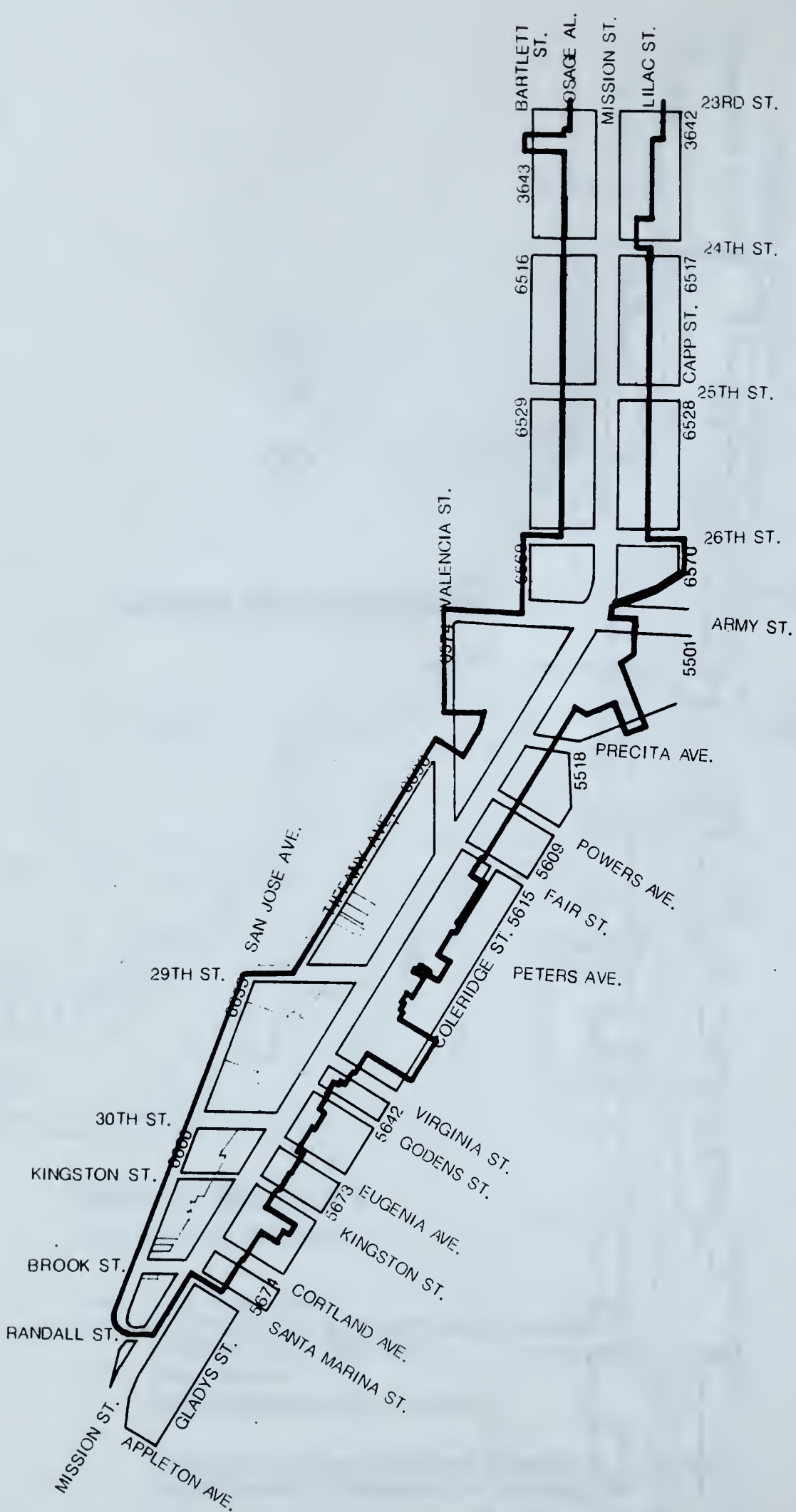
- NCD BOUNDARY
- ▤ ADDITIONS TO NCD AND UPPER MARKET SPECIAL SIGN DISTRICT
- ▥ DELETIONS
- ▦ NON-COMMERCIAL CHANGES



Except as noted, EXISTING ZONING is C-2 with
UPPER MARKET SPECIAL SIGN DISTRICT



INNER MISSION NORTH



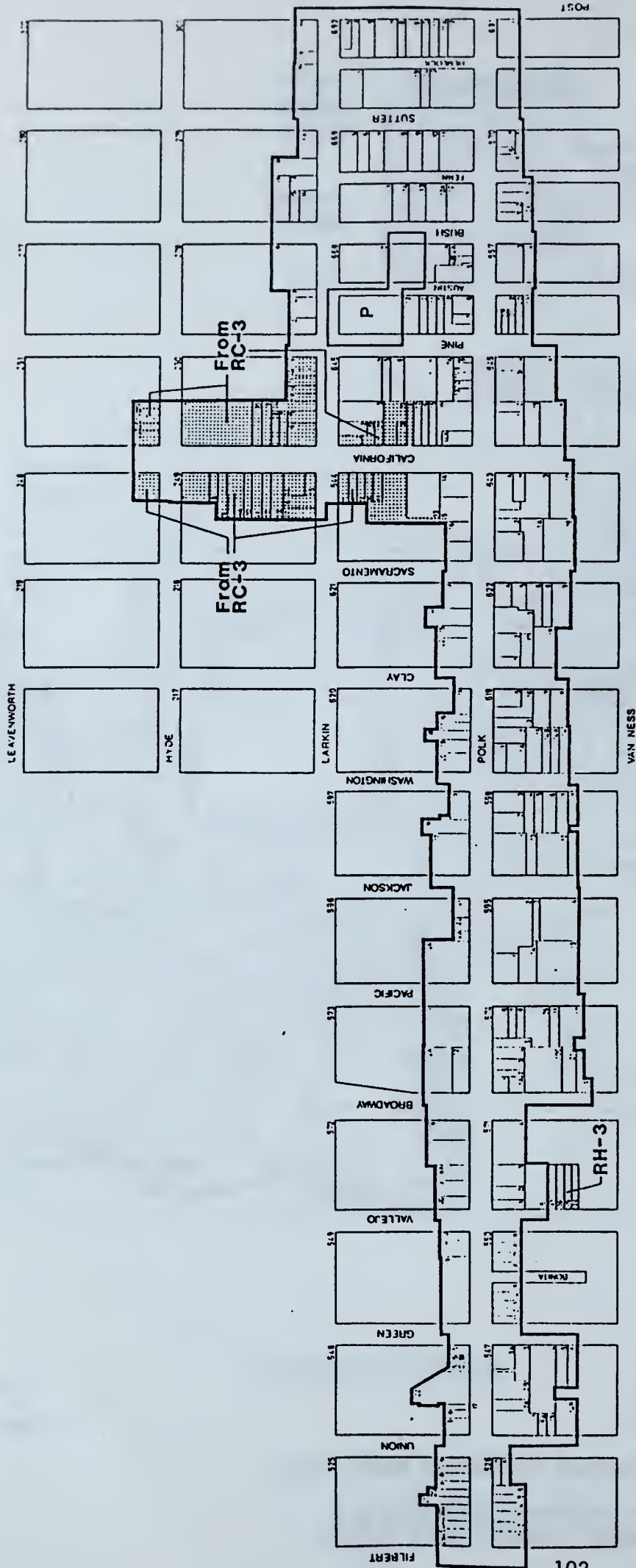
INNER MISSION SOUTH



MID MISSION



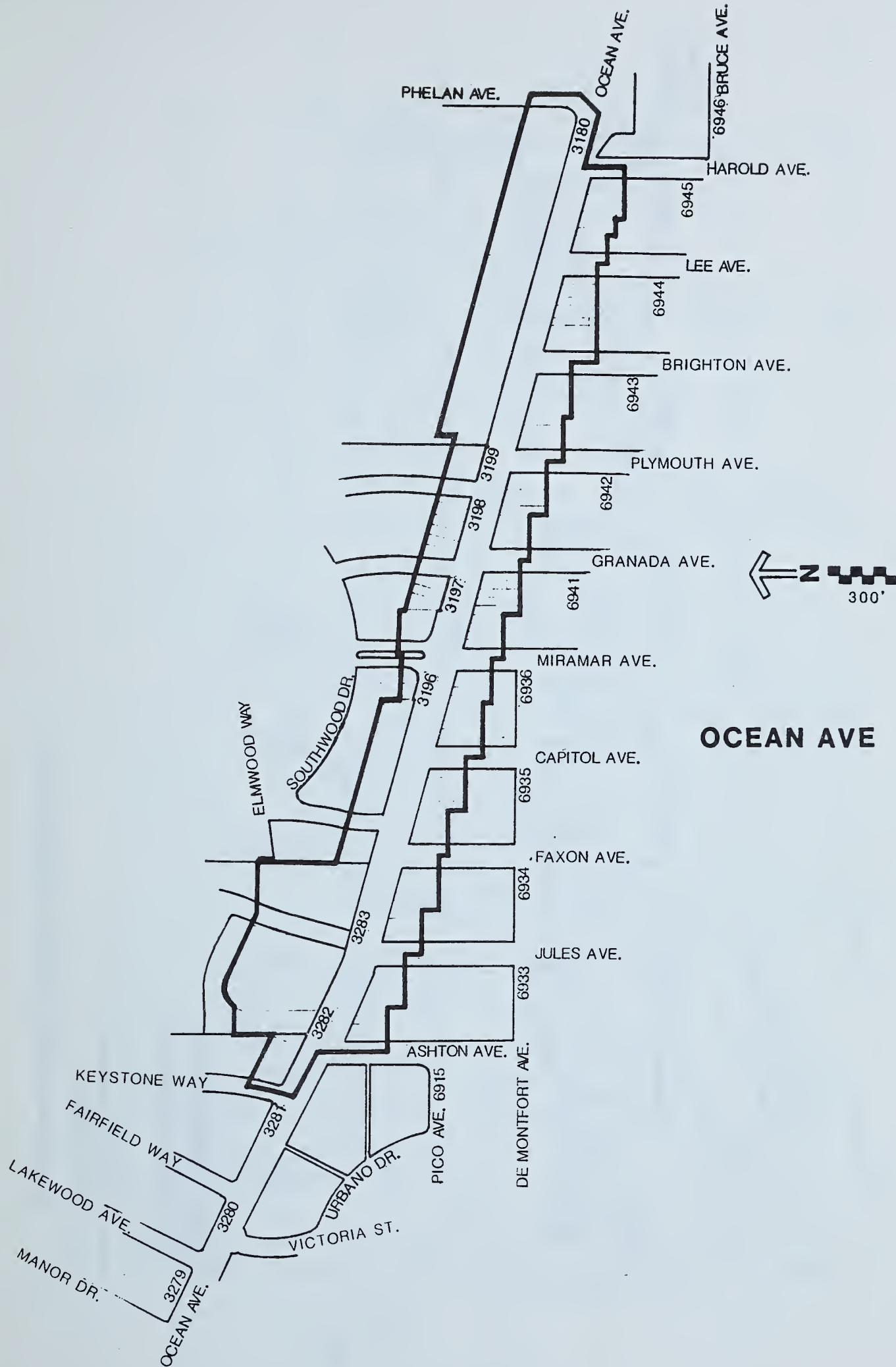
OUTER MISSION

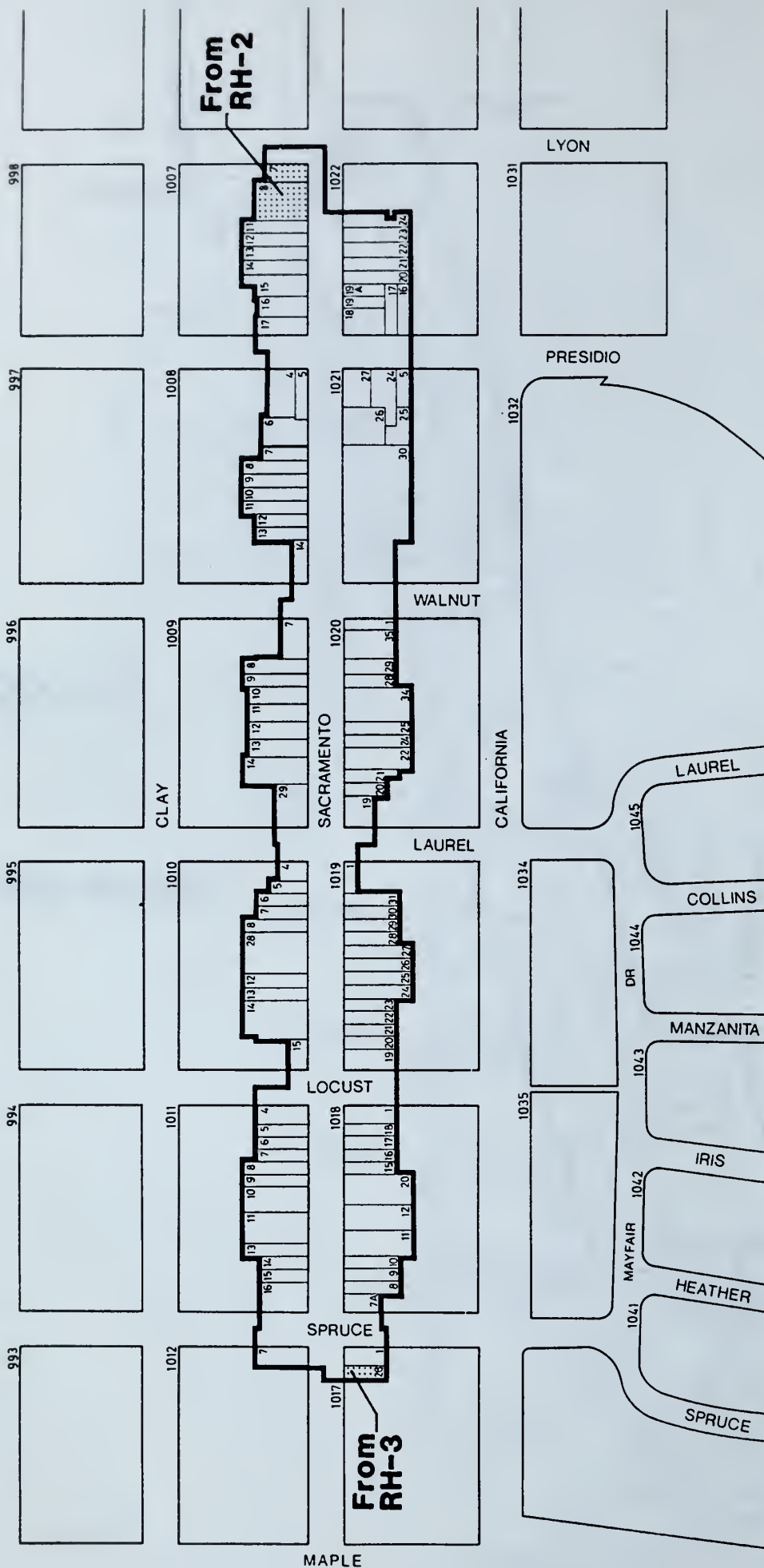


POLK PROPOSED ZONING

- NCD BOUNDARY
- ADDITIONS
- DELETIONS

Except as noted, EXISTING ZONING IS C-2

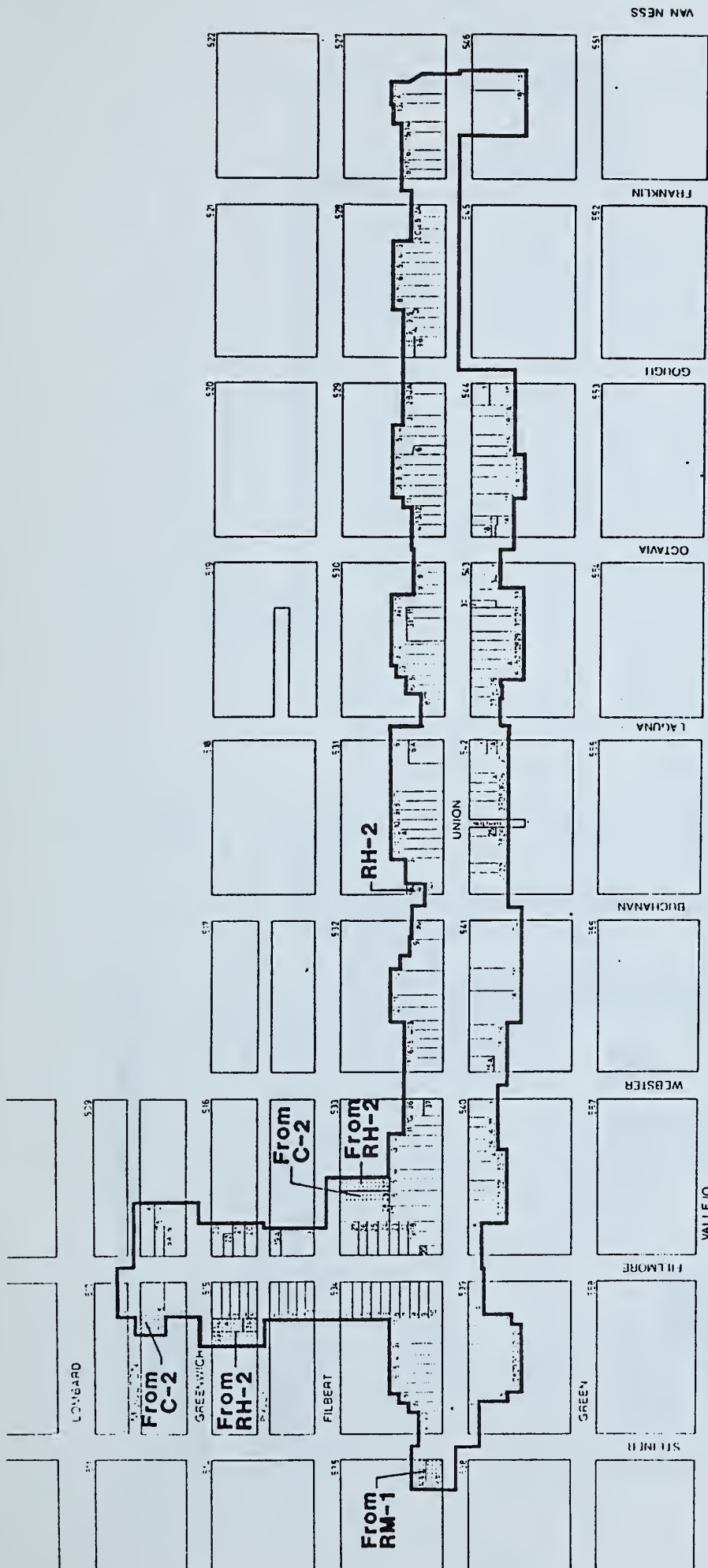




SACRAMENTO PROPOSED ZONING

— NCD BOUNDARY
 ADDITIONS

Except as noted, EXISTING ZONING is C-2

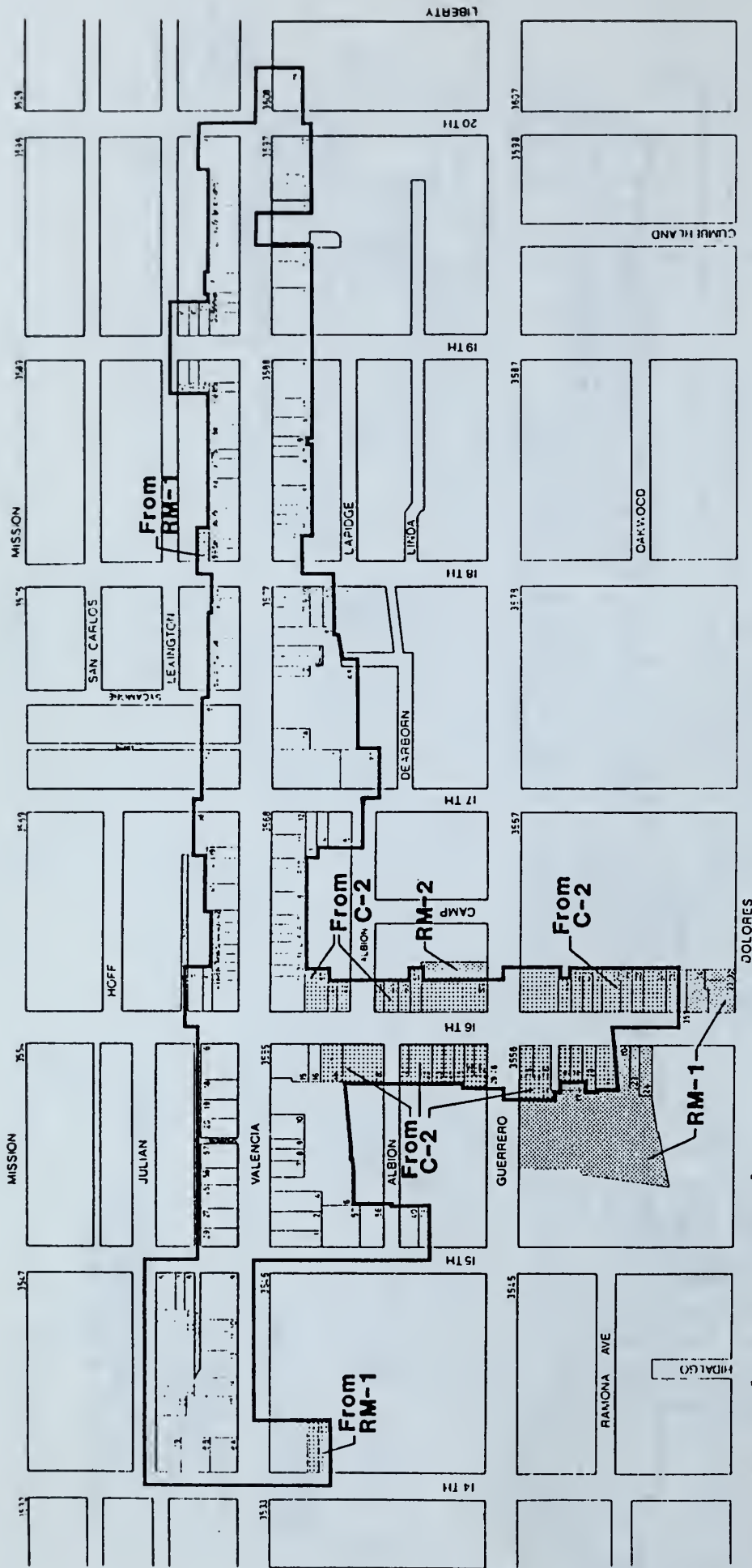


UNION PROPOSED ZONING

- NCD BOUNDARY
- ▨ ADDITIONS
- ▨ DELETIONS



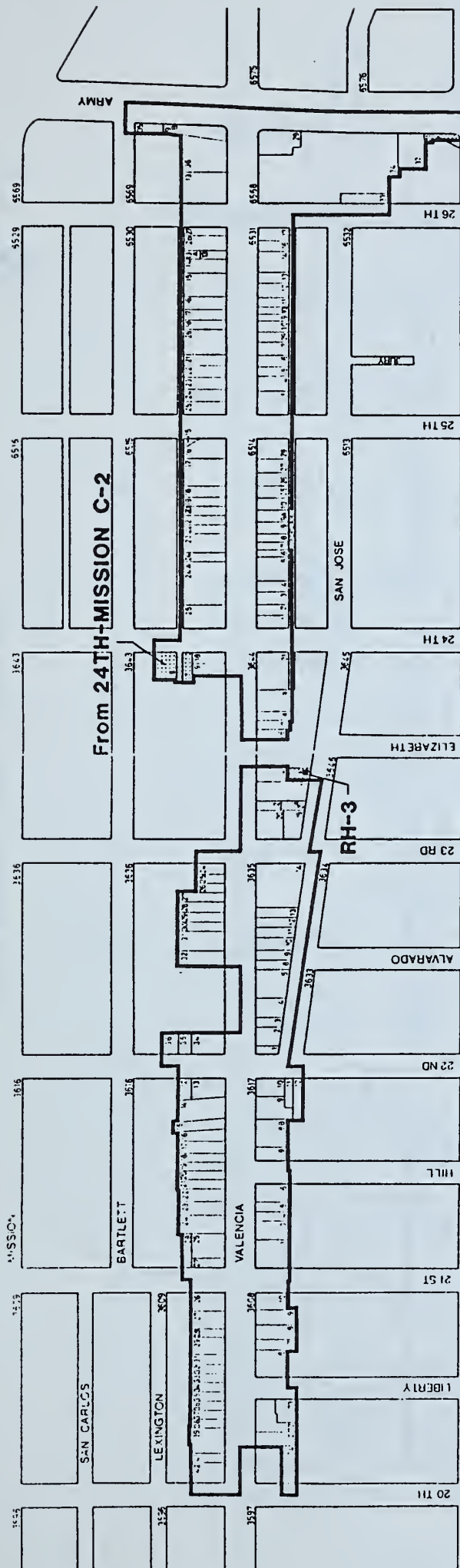
Except as noted, EXISTING ZONING
Is C-2 with Permanent S.U.D.
DELETE UNION STREET S.U.D.



VALENCIA (14TH-20TH) **PROPOSED ZONING**

- NCD BOUNDARY
- ADDITIONS
- DELETIONS

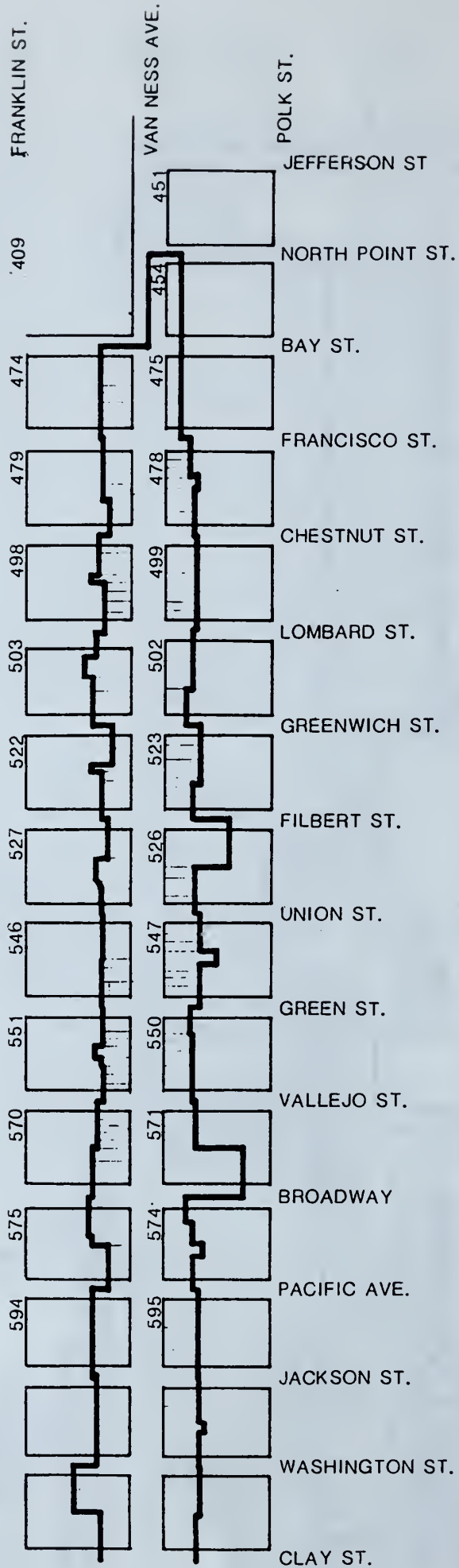
Except as noted, EXISTING ZONING is C-M



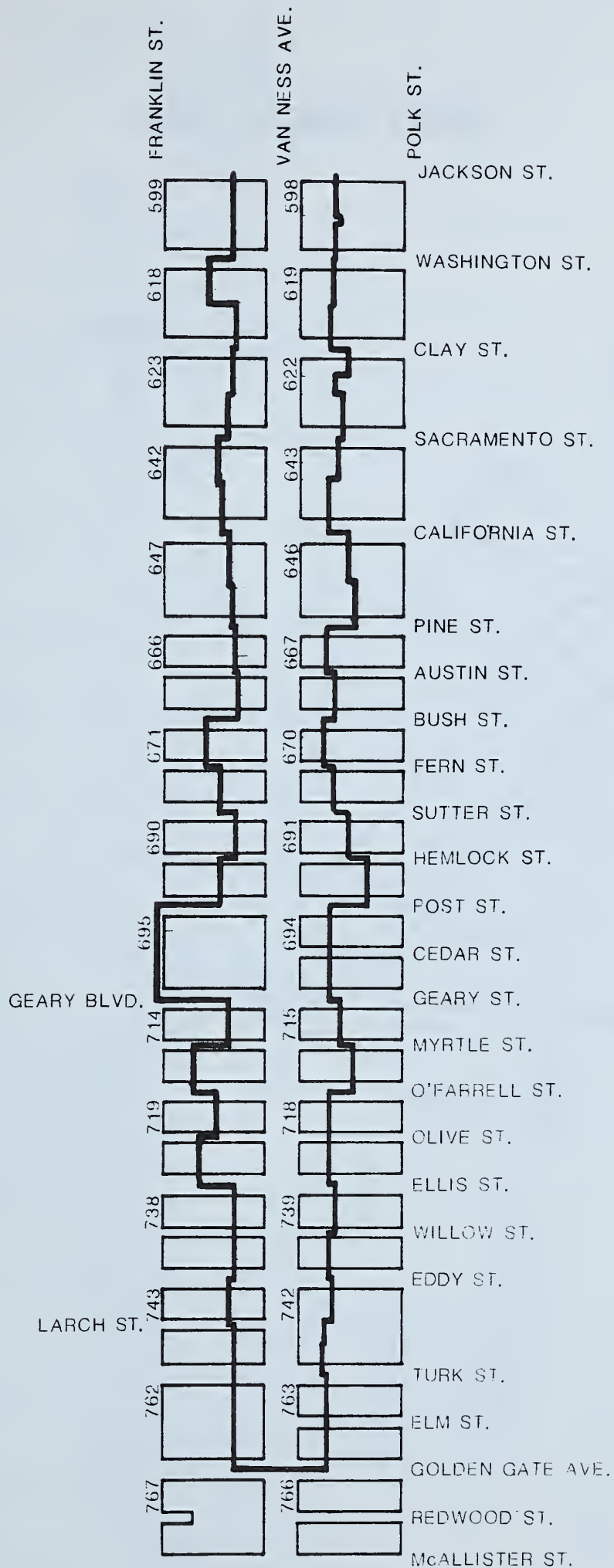
VALENCIA (20TH-ARMY) **PROPOSED ZONING**

- NCD BOUNDARY
- ▨ ADDITIONS
- ▧ DELETIONS

Except as noted, EXISTING ZONING is C-2

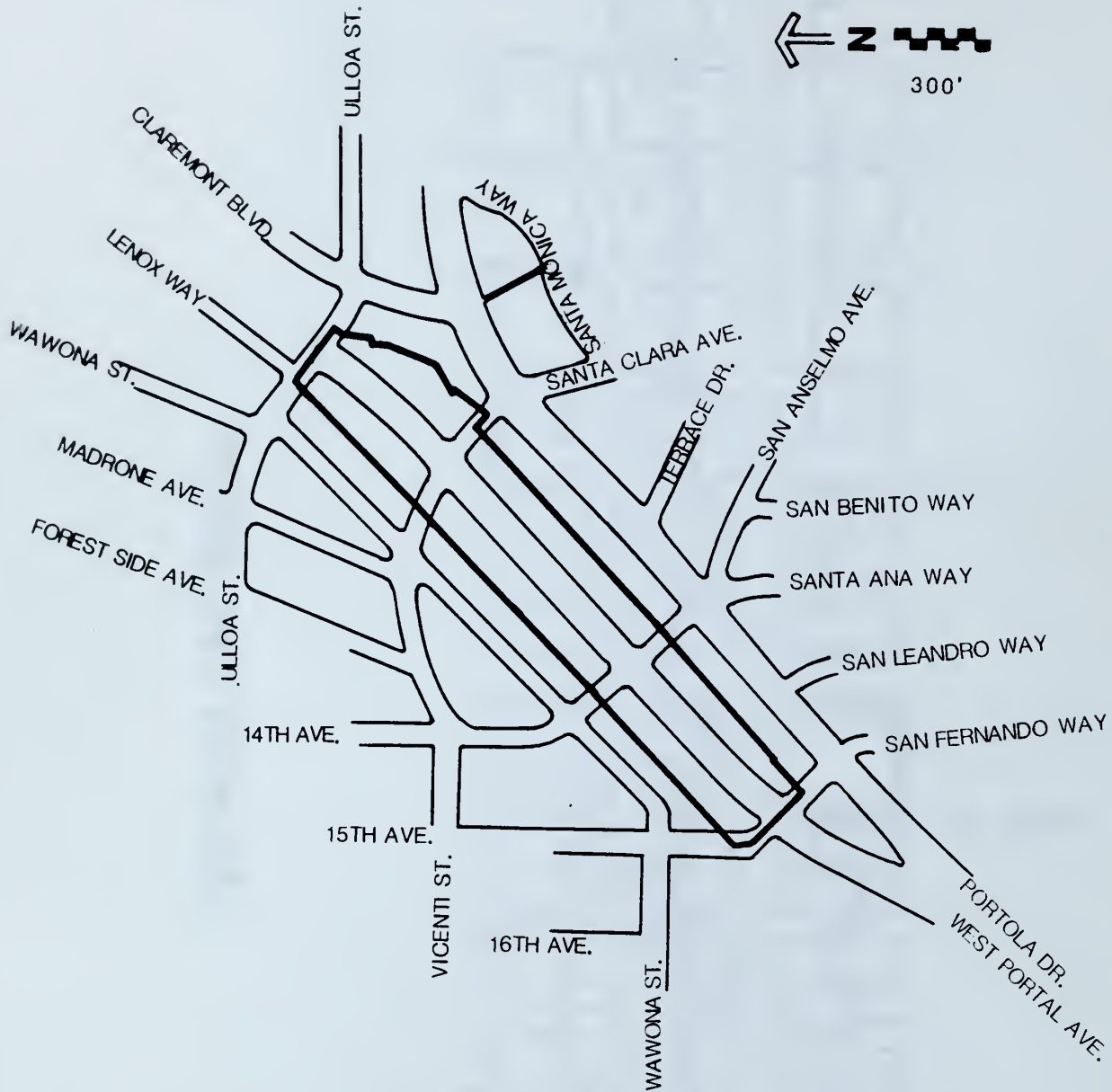


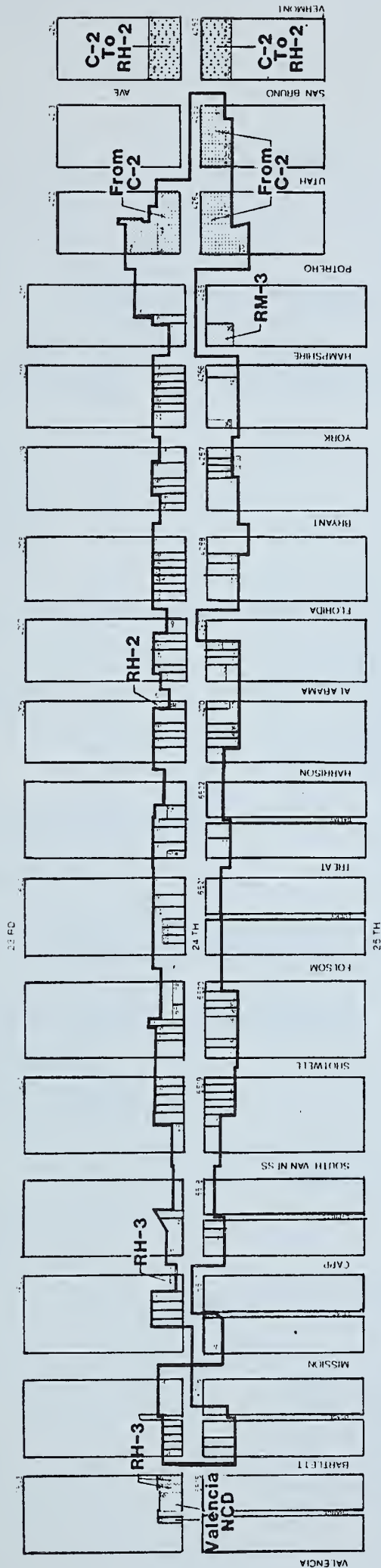
VAN NESS AVE. NORTH



VAN NESS AVE. SOUTH

WEST PORTAL AVE.





24TH-MISSION PROPOSED ZONING

- NCD BOUNDARY
- ▨ ADDITIONS
- ▧ DELETIONS
- ▩ NON COMMERCIAL CHANGES

Except as noted, EXISTING ZONING is C-2

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